

Supernova Top 10 – Settings and Tips – Paignton 2023

The following table provides the rig set up used by the Nationals top 10. These are generally set up on the bank before launching, with mast rake/rig tension being adjusted as required on the water depending on the leg you're sailing, the conditions being sailed and the helms preferences/technique.

	1 st	2 nd	3 rd	4 th	5 th	6 th	7 th	8 th	9 th	10 th	
Rig Setting	Alistair Goodwin	Cliff Milliner	Sam Knight	Matt Thursfield	Alex Collins	Gavin Young	Steve Hawley	Eden Hayland	Matt Williams	Chris Williams	
1) Mast foot position (Forestay attachment point to front of mast)	Unknown	3 from front	1100mm	As supplied – have never considered moving it	One step from Aft.	1080mm	1115mm	No Details Available	1095mm	5 holes from the back of the fitting.	
2) Mast rake (Top of mast to top of uppermost rudder fitting)	Unknown	Not sure but a lot, 5900 ish	6040mm with rig on very tight	Constant change throughout the three days – rule of thumb – windier it got the more I raked upwind and the stiffer I made the mast off wind. (Apart from windy reaches where I left more raked)	Various - No measurements taken with borrowed boat. Less mast rake used than most.	Tight 6030mm (Light airs and reach) Medium 6000 - 5950mm (Upwind) Loose 5910mm (When running deep)	6050mm		5950 upwind but then overpowered dropped another handful of mast rake	6050 base and then really dropped back in the race.	
3) Rig tension/forestay setting (Simply "Loose", "Low Tension" or "High Tension")	Low Tension	Not much	Upwind – High in light winds, decreasing tension as the breeze increases Reach – High Run -Low	Constantly altering. Very low tension on beats, Higher tension on the tighter reaches	Low tension	My Datum is 240lbs at 6030mm rake, then gets looser as I let the rake back as above	Loose up wind, tensioned on reach and run.		Loose when at upwind setting. Just tight when more upright in reaching position.	Loose	
4) Mainsheet horse/bridle length (side deck fitting to bottom of mainsheet block)	Mainsheet blocks are together when the forestay is tight, and the mast is fully upright	Front for daggerboard case	530mm	As the mast rake dropped back, I shorten my bridle whilst racing using cleats on the bridle itself.	Close to touching fwd section of daggerboard casing	565mm in light airs (not hiking upwind) 540mm in all other airs	480mm		540mm	As per Matt Williams (he did mine and copied for his new boat).	
5) Lowers tension/length Lowers (Length of lowers from deck fitting to mast fitting when the lower is disconnected from the mast)	Unknown	Loose	910mm	Adjustable just keeping the rig stiffer upwind when the wind was a little lighter. -	Not measured. Have personally never gone into detail of lowers, even while having adjustable.	895mm which is basically ½ on the vernier from being tight when the mast rake is at 6030mm	890mm		Loose	Pretty tight as want to maintain power as I'm larger.	
6) Sail used (Dark or light coloured Jeckells or HB sail)	Dark Jeckells	Dark Jeckells	Dark Jeckells	Dark Jeckells	Dark Jeckells	Dark Jackells	Dark Jeckells		Dark Jeckells	Dark Jeckells	Newish light Jeckells from storage.
7) Sail Battens installed (Non-Tapered as Supplied, Tapered Contender battens from Matt Biggs or Tapered Dynaflex V1 or V2 from Pete Bingham)	Standard	Standard	Standard	Standard with screw adjusters to give a little compression, but not too much	As supplied. Boat owner has tapered battens in another dark Jeckells sail. This works quite well in light wind stuff i've found at Bolton.	Standard. Tension on top 2 battens loose, and rest with a little tension	Dynaflex V2		Standard	Dynaflex Tapered battens	
8) Crew Weight (Kg)	76kgs	71Kg	68Kg	I am 105kg without kit!	92kg (Ish)	78Kg	82kg		80kg	100 kg	

In the following sections we asked the guys for some tips, focus points, key settings and thoughts on sailing around the course. To add some context and as a record for future events at Paignton the sailing conditions were as follows:

- Friday – Wind direction WSW, 14 knots with 20 knot gusts, sea state was choppy but no large waves due to offshore breeze, sailed all 3 races.
- Saturday – Wind direction NWN, 18 knots with 25 knot gusts, sea state was bigger chop due to increased offshore breeze, sailed 3 races of the 4 races scheduled, last race postponed to Sunday due to increasing wind strength.
- Sunday – Wind direction W, 14 knots with gusts increasing to 25 knots by last race, offshore wind, stronger than expected, sea state large chop, 4 races sailed to complete the 10-race series.

Name: Alistair Goodwin - 1st

UPWIND	
Friday:	<p>Preparation: before the start I would look upwind to see if I could spot a darker area of pressure on one side of the beat (sometimes standing up for a better view). This would then help me to decide which side of the upwind I wanted to head to. This would then be added into my start strategy, which end of the line to go to or did I want to cross behind the gate boat early or late.</p> <p>Set up: Once the wind went over 12 knots, I had no need of any more power from the sail, so the priority became reducing the depth and therefore the amount of drag that the sail was producing. To flatten the sail, I pulled on as much downhaul as possible, this flattened out the top of the sail and allowed it to twist off and spill wind. I also wanted the mast to bend as much as possible so I would loosen the forestay to reduce the tension in the non-adjustable lowers and pull the kicker very very tight. I also flattened the bottom of the sail with a tight outhaul. but if there was a lighter patch for a few minutes and would lean in from hiking and ease it off from some extra low-down drive.</p> <p>Priorities: I always wanted to reduce my risk from a large shift in the offshore breeze so I would always aim to head back to the middle of the course whenever possible, and when I was in front I would try to lose cover the 2nd place or any "high threat to the overall" boats, and stay roughly between them and the next mark. I would also keep looking upwind to spot the next patch of wind and I would be willing to head to it if I was confident, I would gain an advantage, but if I was not confident, I would remain conservative and stay close to the other boats.</p>
Saturday:	I used the same technique as Friday as the conditions and priorities were very similar.
Sunday:	As above but in the very windy conditions at the end of race 10 I was starting to ease the kicker, whilst keeping the other sail controls as tight as possible to allow the top of the sail to open even more, spilling wind and making the boat more controllable.

REACH	
<i>Friday:</i>	<p>The priority for the reach is always speed as there are very few options to make gains though tactical changes. So, I would always try to hike harder than the boats around me (you have to remember that everyone else is hurting so you need to just hurt a little bit more to overtake!) In terms of sail set up I was always aiming to have just enough power to keep hiking and the boat planing, but not so much I was overpowered, heeling over and the sail producing a lot of drag. When rounding the WWM in a gust or when the wind speed was going to be high for the entire leg I would reach in and release the kicker only, keeping the downhaul and outhaul tight. This allows the top of the sail to be quite open and flat, spilling wind and minimising drag.</p> <p>If I looked upwind and could see that the wind speed was going to be lower for most of the leg and I would need to sit in from hiking to stop the boat rolling on top, I would also free off the down and outhaul at the WWM to add more depth and power to the sail. I would also tighten the forestay to bring the mast more upright and bring the lowers into play, stiffening the mast and adding tension and power to the leach, again adding drive at the expense of a little more drag</p>
<i>Saturday:</i>	Copy and paste from above!
<i>Sunday:</i>	Same as above but when the wind was very strong at the end of the day, I would just ease the kicker and then move as far back as the hiking strap would let me to keep the bow out of the water and the boat planing on the flatter aft section. Keeping the bow out also makes the boat more manageable at high speed as it doesn't dig in and start steering the boat when you run into a wave.

RUN	
<i>Friday:</i>	<p>Don't go straight! I was sailing bigger angles than anyone else in the fleet on the runs, I was very willing to head up onto a broad reach at times to get the boat planing, it also helped as there were often gusts of wind on the sides of the racecourse which I could head to and gain a lot of speed from, once I had gained speed or an advantage from extra wind I would aim to head back to a more downwind angle to make better progress towards the leeward mark or to "bank" my gains on other boats by getting close to them again once I had made a gain. I would also sail with reverse flow from time to time by letting the forest go a little slack and the spreaders swing forward, then bearing away below a dead downwind angle. The mainsheet was always my guide to tell me if I had flow attached to my sail, if the tension was high in my hand, I had good flow and was looking to sail a more downwind angle. If the mainsheet was slack in my hand, I would be looking to increase my angle and get better flow over the sail. In all of my angle changes I was aiming to use the rudder as a last option for turning the boat, for example if I wanted to head up to a more reachy angle, I would sheet in a little at first, causing the boat to heel to leeward slightly, and head up, then once I was on the angle I wanted I would move my weight out to flatten the boat, stop the turn and accelerate in the direction I wanted to go.</p>
<i>Saturday:</i>	<p>Trying to keep the mast pointing at the sky helps quite a lot especially near the photographer!</p>

Sunday:

In the windiest conditions the boat would plane on an almost dead downwind angle, so it was more a case of keeping the weight back and aiming to steer around the biggest waves to avoid running into them and slowing down suddenly, which would have made me quite unstable. I would always aim to be on a small angle off dead downwind as this would have made the boat unpredictable as the flow switched directions across the sail.

SUMMARY THOUGHTS

Whilst sailing back downwind though a fleet of upwind going boats it was very obvious that the further back you got the greater the heel angle and the baggier the sails. So simply flattening out your rig and making it possible to keep the boat flat and under control could have you jumping up the fleet on breezy days, give it a go!

Name: Cliff Milliner - 2nd

UPWIND	
Friday:	Lots of Kicker, Cunningham on hard. Eased Outhaul first if I needed power to get over chop. Footing lots trying to find flat spots to skim over chop
Saturday:	Lots of Kicker, Cunningham on hard. Eased Outhaul first if I needed power to get over chop, Footing lots trying to find flat spots to skim over chop
Sunday:	Less Cunningham in first race then same as the rest. Lots of Kicker, Cunningham on hard. Eased Outhaul first if I needed power to get over chop, Footing lots trying to find flat spots to skim over chop

REACH	
Friday:	Found these a bit tight for my weight. Kicker/outhaul eased but Cunningham on if I was struggling to hold flat.
Saturday:	Found these a bit tight for my weight. Kicker/outhaul eased but Cunningham on if I was struggling to hold flat.
Sunday:	Same as above in the wind. Lighter first reach so everything eased a lot to find power

RUN	
Friday:	Everything eased off for power. Finding the right kicker tension was critical. Balance between speed and control Waves were going left to right which meant you could surf for a long time.
Saturday:	Everything eased off for power. Finding the right kicker tension was critical. Balance between speed and control
Sunday:	Everything eased off for power. Finding the right kicker tension was critical. Balance between speed and control Last run was a battle of nerves, sitting well back to stop the nose digging in. All first runs you could make without gybing if you needed to this was critical in the last race when it went bonkers windy!

SUMMARY THOUGHTS

Sailing in windy chop was all about fitness to power the boat upwind, Footing lots to keep speed, then going higher in the flat spots. I found you could skip over sets of chop if you got it right. Finding the right shifts to take was also key, as tacking lost you a lot of boat lengths, only taking the bigger shifts, which at Paignton in Offshore wind is always going to happen. Also worked on being smoother downwind which was better, but still not as good as Sam /Alastair and probably where he beat me.

I worked a lot on fitness this year, Core strength, Arms, and Cardio. Also did more varied sailing in the RS200 and training session in the Nova rather than racing. Stats since Jan. 46hr/515km running 50/50 Hill vs Flat, 64hr Gym work, 50/50 HIT/Weight sessions. 67Hrs sailing, that helped a lot and was key for me being smaller.

Name: Sam Knight - 3rd

UPWIND	
Friday:	Choppy + breezy. Not completely powered down to punch through the chop, sailed fairly low so generally paid to take a clear lane early out the gate. Keeping a close eye on the compass was key, as there were more gradual shifts that were difficult to pick by eye. Generally approached up the port lay (clearer air) but always allowed a 5-10 boat length buffer as I didn't want to be tacking right on the mark!
Saturday:	Ditto on conditions. Struggled with line starts as holding lane against guys with a 15-25kg advantage was almost impossible! Left was favoured for most of the first beats on Saturday and Sunday which meant a drag race out to the left side. Struggling to hold lanes meant I would be forced to tack out fairly early to find clear air, giving up the left-hand advantage. Flatter water near the top of the course meant I could de-power a little more, maxing out on rake and cunningham.
Sunday:	Pretty much the same as Saturday. Right in my power zone for the start of Race one, but in trying to cover a bunch of boats in a right hand shift I missed the massive left-hand shift that the boats to the left got. Once the wind increased it was back to eeking boat lengths out the start until I could find clear air to work.

REACH	
Friday:	Perfect broad reaching angle, plenty to be gained by working hard and keeping the boat moving as quickly as possible. Not afraid to head up high to catch the gusts which would give me enough power to drive really low and back to the rhumb line. Rig bolt upright, outhaul and cunningham completely off with kicker at 60% to keep the leach tight and give plenty of drive. It seemed to work much better going above the boats ahead rather than trying to save distance and go below, mainly because in the really big gust you could bear away and take the extra speed rather than fighting back towards the outer mark.
Saturday:	Rinse and repeat
Sunday:	Same again!

RUN	
Friday:	Tricky conditions for downwinds, in the bigger gusts the hull was being pushed through the chop which meant looking for the flatter spots to drive through. Certainly not as dynamic as Alistair downwind, I found smaller, more compact changes in direction were just as effective. Whenever the wind was down making use of by-the-lee was a great way to gain, and extending any surf time by bearing away back across the front of a wave was also a great tactic.

Saturday:	Mostly the same as Friday, last leg of the final race there was a pretty huge gust come through, Gavin and myself took the early gybe option which took the pressure off at the gate, Cliff and Alistair were fighting it out at the front, Alistair capsizing at the gate and Cliff having a few moments! Showed that being conservative in the really breezy stuff can often be the best tactic and keep the pressure off when converging at the turning marks.
Sunday:	Not much different to the previous days. Never let the kicker go more than 50-40% to prevent the dreaded death-roll and only pushing really low in the lulls in order to stay safe!

SUMMARY THOUGHTS

Given the conditions I did much better than I expected on the first 2 days, then a disappointing Sunday. That huge shift in the first race on the Sunday which left me buried in the fleet probably was the turning point, just wasn't really able to recover in that or the following races. Probably the biggest difference between Alistair/Cliff and myself was the first beat, they were both great at holding their lane out of the start, defending off the bigger guys and giving them a shot at the front whereas I was playing catch-up from the windward mark onward. Happy that downwind speed was still there from last year, I'll be working on holding my lane before next year!

A great event, really unusual to have 3 days of breeze at that time of year so I'm sure like most people it took me a week or so to recover afterwards!! I enjoyed the mix of starting styles, really mixes up the fleet and makes for more interesting racing. Bring on Pwhelli!

Name: Matt Thursfield - 4th

UPWIND	
Friday:	The lack of a set wave pattern with that short chop caused me havoc on Friday – I was rounding the first mark in the teens – the TackTick was flicking around - I just got it wrong on the first beats in each race. 2nd beat I went for speed and clean air and climbed up the order in each race. Mast rake went back, boom out past the quarter and the cleaner air allowed me to gain.
Saturday:	Very similar to Friday until the wind picked up – still not on 2022 pace but better – The Supernova needs clean air and again those first beats were not my finest hour.
Sunday:	This was my time – as that wind increased and the waves became a little more developed, I got the boat planing upwind with body weight back a touch, rake back, kicker tight to the extent that tacking was a planned event. Tacking really was a mastered art – a couple of times I found it tough to get through to a fast course on the new tack. Body weight out, heel the boat and it usually bears away – not on Sunday – The kicker powers the leach, that's behind the centreboard so heads the boat up. If you were finding it a challenge, you were not on your own. Practicing that next time there's a really windy day is on my list!

REACH	
Friday:	Before the windward mark, Kicker had to be released – boats around me were capsizing as the boom hit the water. I also stiffen the rig with mast rake more upright which tightens shrouds. Watch Sam's YouTube videos to see how his head is out the boat, heads up for the gusts and bears away on them. Speed on the reach is determined by how flat the boat is – no rudder use, and the speed is maintained. Heel leads to rudder use being needed to keep the boat in a straight line - that is slow.
Saturday:	I went lower than many others on the reaches, there were waves to use and every opportunity I had to bear away on a wave I did. This then means approaching the 'wing' mark at a tighter angle than others. Also allows decision to gybe to be on your terms on the run.
Sunday:	As a little windier I left the rake a little looser to allow the top of the mast to beak further keeping more control as the gusts hit. Having mantras in your head 'Flat is fast' is always worth a boat length or two. At the club, really work on letting the tiller be loose in your hand as you reach at 8+ knots – it forces you to know what 'flat' actually means

RUN	
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Friday:	Not the man to ask on these. Weight has a part to play, but as a big guy I limit my losses with boat telling the rudder what to do rather than the tiller dictating the direction. Steer with heel!
Saturday:	I led the first race of the day up to the second windward mark. Golden rule is keeping yourself between your nearest competitor and the mark – I didn't, I lost 200 metres and 4 places – Go and read Sam's, Gavin's & Cliff's thoughts.
Sunday:	Survival was the aim. Beats were good, so hanging on was key – Sit back, kicker had to be released but give the rig some stability with forestay tight. I daren't move at times as the wind built – I also practiced some gybes in between races – just to find a way – I'm somewhat embarrassed to admit I even tested a 'chicken gybe' – just to see if I could bear away after the tack! Never needed it in the race.

SUMMARY THOUGHTS

Gates vs Lines

I had better results with Line starts. Line starts were all about getting clean air, creating a lane to allow decisions to be made. Every now and again I pleaded with sailors to let me tack, most were accommodating. This just prevented being trapped on one side of the beat. Why my Gate starts were not as successful, I'm not sure. I was fast at the gate launch, caught the wake, it just didn't work this year.

Day 1 – The difference in boat speed is negligible between the golds and the silvers. The way I climbed on the second beat was finding clean air, going for speed and using the TackTick – there were big shifts that were tough to read without the techie help.

Day 2 – The building breeze should have been my time to shine – I got better but the lighter helms held their own – my lesson of the day was defend what you have - lose one or two at most, not 200yds

Day 3 – Rake and kicker in a strong breeze are key, but you have to, must, it's imperative, that before you reach that windward mark, get the kicker released and cunningham uncleated, to get maximum drive as you bear away.

Name: Alex Collins - 5th

UPWIND	
Friday:	<p>I started the events first 2 races trimming far too close to the wind trying to sail as I would on a reservoir. After being rolled by Cliff coming out of a gate and remembering I was on the sea, I started to ease off a couple more degrees to get through the chop and this paid off for the rest of the event with up wind speed. From race 3 onwards I put a lot of emphasis on using the rudder and mainsheet upwind for wave timing. Easing off the main and pulling rudder towards at the crest and sheeting back in and coming back to windward for the Trough. If I saw a set of waves coming in quite close, or one big one, I would sheet off to the point that the boom was way off the quarter of the boat to a fetch time point of sail. This was just to maintain speed.</p>
Saturday:	<p>Continued sailing a few notches off and going for pure speed upwind and then trimming back to windward when there was a break in the chop. Making sure to alter the rig settings when sailing into a hole or getting ready for a gust. This sometimes caught me out and I had sailed off the wind too much taking my eye off the tell tales, losing 2/3 meters in sideways track. Lesson Learned.</p>
Sunday:	<p>I was pathfinder for the first race (Apologies to all the fleet for forgetting what I was doing which resulted in a postponement) in the light wind race 1 lots of quick guys started early. I continued right as I was released by the guard boat to try and "see what happens" as I saw those on the left lifting</p> <p>The rest of Sunday as the wind built was back to the usual: weight out, trim off the breeze a bit more than would on a lake and go for speed. Max kicker, Max Cunningham, outhaul was on to the point of the sail just about not curling on the bottom. In races 3 and 4 I made sure to release some of the kicker before tacking to prevent screwing up into wind too much coming out of the tack.</p>

REACH	
<i>Friday:</i>	I usually go low on the long reaches by about 5/10 degrees once rounding compared to the other boats to try and get some clean air or to have a small buffer to come up if the wind eases off later. I continued this and usually gained a place or two by coming back up to windward nearing the mark. If I was a bit further back in the pack, I would trim off more to leeward if I saw those ahead not planing or having to sit in the boat rather than on deck or hiking for the reach. I didn't massively overthink set up for the reaches. I would try and get the speed going and keep it up right rather than making adjustments mid-way down.
<i>Saturday:</i>	Much the same as Friday. I tried as much as possible to have my kicker off before rounding and if it was windy and I didn't have chance to change before rounding, I would usually leave rig tension and Cunningham as it was on the beat to avoid leaning into the boat and dropping the boom into the water = capsize and/or lost places. On some of the sketchier Reaches, I would still have some Cunningham on to de power rather than having to dump the main
<i>Sunday:</i>	First race of the day I went again for clean air and dropped right down to leeward more than usual as it was light winds. Managed to gain a few places again on the reach. In all of the races over the 3 days, if I was coming up to a boat ahead who was struggling/distracted or didn't realise I was there so much, I would overtake to windward only if I thought I could get past and clear quickly. Both for making sure I don't stall out and just sit there to windward taking their wind and ruining their race, and to make sure they don't get chance to luff me up and spoil the speed.

RUN

Friday:

My usual style is sail by the Lee as much as possible = shortest distance. I made a constant effort to try and find waves to surf throughout the 3 days and gained most of my places on the run. I like to have the leech above the 2nd from top batten flicking occasionally so adjust kicker to that. For rig tension I like to have it mostly off to loosen the spreaders letting the boom pay out as much as possible (a note on this: I don't know if these are still fitted on new boats, make sure the small bolts are taken off the spreaders to allow them to pivot). I would pull some tension on if i could see the mast was moving about too much in the step, purely to reduce the stress and chance of breakage. I only take the mainsheet from the boom block that comes after the bridle block that is spliced in, as I think this gives me a bit more control and feel of the pressure on the sail and rig. I would only gybe while holding the falls, never taking it straight from the mainsheet block on the deck. This helped a couple of times when I had to force the boom over.

I sail the runs with half board up (usually) and Cunningham full off. At the start of the run, I made sure to raise it out all of the way in case any weed was stuck on there.

Saturday:

Much the same, no real change. Sail towards the pressure and look where the clouds are coming in. Wind usually came from the right In Paignton (as you're looking down the run) so I favored this side. or played in down the middle if pressure seemed equal at the mark after the reach.

On all of the days racing, I would have my favored gate to round at the bottom of the run but if the buoy was congested, I would use the opposite side to come out of the mark rounding with cleaner air and out of traffic.

Sunday:	<p>Light wind race, I was taking a risk sailing extra distance to find a bit more pressure so gybing more often than usual.</p> <p>Race 2 was same as normal</p> <p>Race 3 I was close behind Matt for the win on the runs but didn't push it as the wind picked up. I sailed less by the lee than usual with full dagger board and didn't make a big effort to surf the waves. This was only to preserve a 2nd place finish and bank the points rather than taking risks trying to attack and then losing 4/5 places when I'd pushed too much and binned it.</p> <p>Race 4 of the last day = hold on. The reach and run were full on, and it was again, full daggerboard, reduce the number of gybes needed for staying upright rather than sailing the shortest distance.</p>
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SUMMARY THOUGHTS

I feel I got quite lucky getting 9 races of my preferred wind and managed this quite well. It was great to see such close racing throughout the fleet and particularly at the front, huge variances in set up and weight ranges right up there.

The beats for me were mostly about trying to be on the shift that was favoring at the time, regardless of position on the course and keeping the speed going. The runs and reaches is where I knew I needed to work harder physically than the beats as I knew this is where I could make the most places and capitalise on my speed.

My win in Race 4 was only possible because I had a huge gap around me on the start line, making use of my transit at the pin end. I prefer line starts and make sure I aggressively protect a space to Leeward over and above having position (committee or pin end) on the line. There were a couple of times where I didn't start at my preferred line position because I saw a better gap with more space around so less chance of being rolled or effected by a leeward boat. Space is better than position, you can do something with being on the first row off the start but in the wrong position, compared to being on the 2nd/3rd row and being stuck behind the fleet at the 'right' line position.

I generally sail conservatively when in a good position in the top 4/5 and take more risks when outside of these positions to try and maintain consistency on the score sheets. If I saw others ahead struggling and capsizing (like coming up to the first run on the last race on Sunday) I'd usually come up with a plan to abort if those ahead capsized in my path, so I wasn't completely caught out.

Great event with great people. Thanks to all who came and to the Committee and Paignton for sorting it all out.

Name: Gavin Young - 6th

UPWIND	
Friday:	<p>Choppy with a good breeze, set the rig up with loose tension to get more mast rake (Improved pointing and helps depower as the mast can bend more easily), let the outhaul out more to get good amount of power low down, you need this to get through the chop, used the cunningham once I was sitting hard out to depower so that I could keep the boat flat, flat is fast. Important to foot off compared to sailing in flat water so that you can keep speed and power through the chop, without that you feel like you are pointing well but in reality you are going slow and slipping sideways more, so you are not pointing as high as you think, better to foot a little and focus on consistent speed through the chop rather than pointing. I favoured the left side of the course, this worked well due to a consistent lift on port tack you essentially get to the windward mark layline earlier as you sail less distance. Getting a good clean lane from the start line was key, really tried to concentrate on getting max speed and as close as possible to the back of the gate boat.</p>
Saturday:	<p>Very similar to the Friday but with more wind and larger chop, so really important to "steer the boat" through the chop to prevent slamming the bow into the wave. To do this you need to make sure you sit further back in the boat, on inland waters we tend to hike as far forwards in the boat as we can to get the bow in so we can pinch up and sail real close to the wind, on the sea or in choppy/wave conditions you need to move your seat further back especially as you are approaching the wave to allow the bow to lift up over the wave, as you are about to hit the wave you push the tiller away a bit to head the boat up, with the boat heeled slightly this rudder movement actually makes the bow lift up so you don't drive it straight into the wave, as you crest the wave you then pull the tiller towards you a little and this then helps push the bow back down as you go down the back of the wave....rinse and repeat with each wave, rudder movement is really important to keep the boat sailing through the larger chop (Watch the Rooster Boat Whisper series, he really explains how this works). Otherwise finding a lane with clear air is the top priority and then just working away on your boat speed adjusting the kicker, outhaul and cunningham as the windspeed changes. I loved the line starts we had on Saturday, got some really good starts which allowed me to get some really good results. The favoured end was the pin end which worked great as the favoured side of the beat was to go left on starboard tack until you found the header due to the headland feature upwind, when you tacked onto port you then had a nice lift into the windward mark...nice!!!! Seemed to work in all 3 races, gutted we did not get the 4th races in as I felt really on it on Saturday!!!</p>

Sunday:	Same as above really, we were back to gate starts, boat set up and the need to steer the boat through the waves was just as important as Saturday. The wind was shiftier and although the left side of the course still seemed to be the way to go the advantage of going left was significantly less than on Saturday due to the slight change in wind direction, in fact in a couple of races due to a shift a later start seemed to be best. I felt I had good boat speed but struggled to make the most of the shifts. Fitness was really key here after 2 days of sailing, Sunday was still a good blow so pushing hard up the beats especially with the extra 4 th race that was run required fitness and mental toughness to keep pushing hard, the mental toughness is still an area I have to really work on, I have got better but I need to be better. It's not just about boat setup and going the right way, you need to be really mentally fit and tough as well to compete at the front of a very competitive fleet like ours.
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REACH	
Friday:	Important to get your rig adjusted just before, or as you are rounding the windward mark so that you can concentrate straight away on the reach, also by letting the cunningham and kicker off before you bear away the sail slides easier in the mast track which is the key to allowing cunningham tension to be released, you really don't want any cunningham on for the reach, that is most definitely not fast. I normally prefer to sail low on the reach but the reach was fairly tight so sailing too low would have allowed the fleet behind to sail over you in the gusts, I still pushed low in the gusts to stay in the gust for as long as possible but once the gust had passed, instead of staying low I sailed back up to the line of the general fleet. As it was tight, and we had some good gusts had to consider being able to bear away at the wing mark in the gusts rather than heading up under the fleet.
Saturday:	Similar, to Friday, I had better starts so was in the front group which makes the reach much easier as you have less boats around you don't have to go extremely high or low and can just sail to the gusts and wind direction focusing on surfing a few waves of the bow waves of the boats in front to try and get up close or inside at the wing mark.
Sunday:	Same as above really, get your weight back in the boat steer through the waves by trying to avoid hitting bigger waves/chop so that you can keep the boat planning as much as possible, bear away in the gusts and as the boat speed starts to drop head back up to keep the boat planning for as long as possible. The reach was a lot less tight on the Sunday so you could sail much lower which was great especially as some of the gusts later in the morning were pretty meaty, you needed to be able to bear away to make the most of them. In the big gusts you need to really focus on the wing mark, you want a nice gentle turn rather than a shape one if you are rounding in a good gust, you want to keep your boat speed, get the boat settled and make sure

you are looking at the waves/chop so you can use them to help you round the mark, you want a slight heel to windward to help the boat turn naturally rather than just through the rudder, bearing away into the trough of a wave is what you want and it's worth rounding a little wide to wait for the right moment as your rounding will be quick and clean, if you want to gybe early or even at the mark this is absolutely key, the speed you generate from catching the wave and the act of turning really takes the pressure out of the sail allowing you to make a nice controlled gybe. This was a real issue in one race where people went to gybe at the mark but then couldn't, they got stuck in an unstable condition carrying on in the same direction until they finally got settled to gybe, this really loses a good amount of boat length and often ends in a swim!!! So really focus on picking your spot to round the mark and plan ahead, a nice rounding whilst everyone else is rocking/rolling/capsizing and sailing the wrong direction is a great way to pick up some places!!!

RUN	
Friday:	<p>Sailing as low as you could seemed to pay, but you also needed to head up and bear away in relation to the waves to make sure you were surfing waves as much as possible, in some of the gusts we were sailing faster than the waves so you are looking for flat spots that allow you to steer around the wave to keep planning whilst pushing low, when the breeze eased you are then heading up to generate some speed to catch the next wave that you could bear away in, once you have caught a wave it's amazing how deep you can sail, sometimes even gybing on it, if it allowed you to stay on it for longer. Sam Knight did a great job of explaining this to us during his Thursday night session. Otherwise, I let the rig right off so the boom could go further out, The outhaul right off, although if I was not sailing really deep and the boat speed was fast I tend to reduce the belly in the sail as you don't need the power and too much belly is just drag. The cunningham should already be off, the kicker I ease but if there is a lot of pressure in the sail you need to pull it back on, you actually use a surprising amount of kicker when it's really windy to prevent too much twist, too much twist is what gets the boat into a good rock and roll situation....which you don't want!!! There is a groove where you can sail by the lee that works really well in a strong breeze, the boat seems to want to sail in a straight line, its fast and you are sailing dead downwind, you need to be a little brave to find it as you have to bear away to the edge of a gybe and allow the boat to heel towards you, but if you are gentle on the rudder and you can find this groove it is fast!!!! Note if it's really windy you need to pull some rig tension back on, a boom up capsize to windward whilst travelling quickly on a run is likely to result in a bent mast!!!!</p>
Saturday:	<p>As above, need to focus on getting space from the boats around you, so you have space to steer where you want and play the waves. You also need to think about which side of the beat you want to sail on the next upwind leg, this will help you decide if you want to take the port or starboard gate mark. If one side of the gate started to look congested I consider the other, in lighter airs you want to consider where the fleet coming down the run will be once you have rounded, you really don't want to be beating straight up into the fleet, the wind is shifty, people are not looking so you have an increased chance of a collision, which will slow you down, just something to be aware of.</p>
Sunday:	<p>As above</p>

SUMMARY THOUGHTS

Just an amazing event, really enjoyed the whole weekend, atmosphere and spending time with great people, the crazy golf on Saturday afternoon was pretty great fun too!!!!!! Struggled to find my way a little on the first and last day but was totally on it on the Saturday, gutted we didn't get the 4th race in until the Sunday!!! Really enjoyed the line starts on Saturday and managed to start where I wanted, and then hold a good lane. Struggled to hold a good lane on Sunday. It seemed that going left was generally the right strategy over the whole weekend except for Sunday which is why I think I struggled to make an impact, left definitely still paid but it was shiftier and the difference between the left and right seemed to reduce, Cliff seemed to make it work by really holding a lane, but if you weren't right at the very, very front you joined the other half of the fleet coming in from the right, making the windward mark and first reach really busy. This was less of an issue on Saturday as it was clearly the left that paid so straight away with a good start you were in front of everyone else who started at the wrong end of the line and/or went to the right side of the beat.

The reason the left paid (generally speaking) was the position of the racecourse with the headland to the left of the windward mark, the wind bend from the headland generally gave you a really nice lift on port into the windward mark, so you had to sail a good way from the start line on starboard tack and then you're looking for the header as you pick up the wind bend, at which point tacking onto port put you on the lifted tack, the real trick here is not going too far on starboard tack because with such a nice lift on port the layline comes much earlier and not recognising this just means you overstand too far and end up having to reach in which is extra distance you didn't need to sail, although it is fun reaching in over everyone else, you might not find yourself as far up the front as you could have been!!!

Key points are really around holding a lane off the start, you really need some space to leeward, in the windier wavey/choppy conditions you really need to sail free and not point, really driving the boat, this takes real focus especially as an inland sailor, the issue is most of the fleet are in pointing mode so if you can't get over them before you get too close to them you have to start pinching up, at which point you slow down and lose your lane, tacking away is what you need to look to do but in the first couple of hundred meters from the start the room and options for this are limited. It's really all about the start and first beat, if you get that nailed you know you're in the top group, if you get that wrong with such a large competitive fleet you have a lot of work to do in crowded conditions whilst the leaders pull away in clearer air!!!

Name: Steve Hawley - 7th

UPWIND	
Friday:	Just work as hard as you can. The first beat decides where you finish.
Saturday:	Do what you can to avoid boat "slapping", really not quick.
Sunday:	Hang in there, make sure the dagger board is lifted a bit. Look for any flat spots.

REACH	
Friday:	Commit, there were gains to be made by playing the waves and sailing low.
Saturday:	Go, Go, Go. The middle weights can pull back any upwind losses. Again commit, bit extra kicker.
Sunday:	Try not to bottle it. Added a bit of extra kicker for stability.

RUN	
Friday:	Whilst wind was a bit lighter (early on) you could still find a few waves to surf which results in big gains.
Saturday:	Don't do anything silly here. The wind filled from the right, take a middle to slightly right position.
Sunday:	Sit it out until the opportunity comes. In first 3 races you can play the waves and gain, in R4 its survival mode, gybe as soon as I can (without ditching it in) otherwise you over stand the lay line.

SUMMARY THOUGHTS

All about getting clear air and playing waves up wind to make sure you aren't rolled.

Really found the extra gym sessions were paying off, particularly at the end of the regatta. Preparation paid off, already thinking about what I need to do differently to improve for 2024.

Found my tactic was a really helpful tool to stop me making stupid decisions.

Still found myself pinching a bit too much. Footing off might have helped, but only if you have the weight/power to keep it full on. Slightly gaining height in stronger conditions helped me to offset the lack of weight, but very different sailing angles from others around me.

Name: Matt Williams - 9th

UPWIND	
Friday:	Don't pinch up wind. As a lake sailor it's easy to sail in the same style pointing high. When the wind gets up racking the rig back more and thinking about footing low. Especially in waves.
Saturday:	The same as Friday. I thought there were some more shifts on Saturday so concentrated on those. Footed even more when it got gusty and raked the rig back further than any of my usual settings
Sunday:	Lots of mast rake and kicker. Favouring left up the beat as it seemed to be swinging round.

REACH	
Friday:	Pull rig slightly more upright from extreme rake position so that shrouds both have tension. Keep on the inside to avoid being on the outside of an overlapped bunch.
Saturday:	Not taking the kicker off too much
Sunday:	Lots of sheeting. Pick your moment to gybe!!!

RUN	
Friday:	When it was lighter winds pumping to get onto a wave and stay on it. Not used to downwind gates. Picking a gate and trying to get into a good position for a good rounding without any boats to give water to.
Saturday:	Enter thoughts, tips and advice here: Played it safe. No risks needed considering wind strength and wanted to bank the good positions achieved on the upwind legs.
Sunday:	Pumping to get on a good wave in race 1 when the breeze was lighter. Safety mode when it got windy in the afternoon.

SUMMARY THOUGHTS

An unusually consistant regatta for me. Upwind speed was good all weekend. Managed to round the windward mark in 1st twice but failed to convert one of those positions. Felt I was losing out slightly on the downwind relative to the other top ten boats, so I'll have to read what they were thinking about downwind!!

Name: Chris Williams - 10th

UPWIND	
Friday:	Remember we are on the see and very choppy so can't foot enough. Pointed to much in second and third races resulting in significantly worse starts. Lots of play on main and loose tiller arm to get through the chop.
Saturday:	Foot off, small amount of belly in sail. Kicker and cunningham max on and ease in lulls. Rig a long way back (markers came off but maybe 10inches from deck with max kicker on. If in doubt, go left.
Sunday:	Really foot off and tighten all controls as wind came up. If in doubt, go left. Lots of play on main and loose tiller arm to get through the chop.

REACH	
Friday:	Controls to normal, thought reaches were tight so go high and come back down with speed hoping to get back on the inside for the run. Surf critical coming back down to get back through the pack.
Saturday:	Controls to normal, thought reaches were tight so go high and come back down with speed. Less worried about getting inside as seemed options either way down wind.
Sunday:	First race go low and under after that reaches were tight so go high and come back down with speed. Surfing was king and could make real places.

RUN	
Friday:	Stay vertical (I didn't in the first race). After that I let more kicker off. I did not touch the rig tension too much, main focus on getting outhaul out and cunningham off. Focused was not control but sailing away from people.
Saturday:	Rig didn't touch too much, main focus getting outhaul out and cunningham off. Focused on sailing away from people. Didn't always cut back in on the run like everyone else but went wide on the lee then came back reaching in breeze and made a number of places.
Sunday:	Gybed at the windward mark and stayed left except last race as it was so windy we sailed wide until boat calmed and then gybed. Conservative downwind due to chop and focus was on sailing through chop over direction

SUMMARY THOUGHTS

Limited difference most days. Key was flat boat footing a lot and playing the main and letting the rudder bounce upwind. Even for a big guy like me you couldn't pull too much kicker on. It was warm so absolutely critical is drinking even when you don't feel you need to, stay hydrated and enable real concentration. Manage yourself through the race as I was awaiting a pacemaker so put everything into the upwind legs where there were places to be made and the reach and used the runs to recover. My goal was to just finish the event which gave me limited pressure so sailed free and focus on getting in clean wind and away from the pack.

Gavin kindly put my boat together for me so whatever he did evidently worked!

**THANK YOU FOR READING, I HOPE YOU FOOUND IT USEFUL AND INTERESTING.
HAPPY SUPERNOVEIRNG!!!!!!**

All the best Gavin Young (Class Technical Adviser)