

Janov Racing Olympic Campaign Plan

Jordan and Grant have targeted the 2028 Olympics as a goal and while the eight year runway gives us a good window to build the skills needed to perform at the top of the international fleet, it generally takes at least two full Olympic quadrenniums - eight years - to reach the level where a team can contend for a medal.

In the next eight years, we will follow a disciplined approach to building skills in as many classes as possible to unlock the potential to race at a high level in many classes. The 29er was the first class where this process was executed, focusing first on building the boat handling, then on speed, and finally on racing. Next will be the 49erFX. Over the 8 years, we hope to do the same thing in other classes.

[Roadmap Document](#)

2024 Quad Timeline

The goal of the 2024 quad is to go all the way through one performance development cycle, very similar to a normal 4 year cycle. Because of school obligations, we'll need to be smart about how we use the time in the summers.

	2021	2022	2023	2024
Focus	Handling	Speed	Racing/Trials	Racing/Oly
Boat(s)	Buy first fixed wing boat and charter at regattas	Sail fixed wing boat; charter at regattas; consider upgrading training boat after this season	Train in fixed wing boat; charter for trials; buy boat after trials, and ship it home	End quad with one "training" boat and one "race" boat, both in USA
Academics	Grant starts college in the fall.	Jordan consider remote options in Fall 2022.		Jordan graduates from high school. Can Grant graduate?
Hours Targets	300 - 400	200 - 300	150 - 250	Transition to full time
Hours Actuals	564.4			

2021

Philosophy

The goal of 2021 is to leverage the remote school opportunity to get as far down the road of creating world class 49er boat handling as possible. Success will be gauged using the "[49er Boat Handling Eval](#)" document. When possible, 29er racing will provide a platform for continuing to develop tactical decision making and confidence. The Junior Worlds will be used to benchmark the level of competition, to put a stake in the ground for goals in 2022.

Boat Plan

In 2021, the team will sail sliding wing 49er #642 when alone, to focus on boat handling. This boat is near the end of its useful life, and the goal is to do sufficient preventative maintenance to keep it from breaking down, but time spent on major fixes should be avoided. A fixed wing boat should be purchased ASAP for use when sailing with other teams, and to become the primary boat when very time consuming boat work projects start popping up with the sliding wing boat. A plan for disposal of the sliding wing boat should be made with Chad Freitis - likely this will involve chopping the old boat up and taking it to the dump, or maybe giving it away to a young sailor.

Peak Events

- Attend the Olympic Class Kiel Week - **cancelled**
- Attend 49erFX Junior World Championship

2022

Philosophy

The goal of 2022 is to develop world class speed techniques and setups in the time in between school. New training models will be developed to maximize the number of hours in the day that can be used to get faster. Success will be evaluated in racing settings at the 49er FX Junior World Championship. FX versus full rig will be decided based on weights, but the hope is to be able to race the FX one more time. After the Junior Worlds, focus will shift to gaining weight to hit target weights by 2023.

Boat Plan

The team will sail their new fixed wing boat, focusing on speed with training partners. A new style rig and sail package should be purchased for tuning purposes. A charter boat should be arranged (likely through Extremity) for the European racing. At the end of this year, it may be smart to think about upgrading the training boat, because lots of people will be buying new boats for the trials, so there might be significant turn over to take advantage of. This may be the last good opportunity to sell your boat before a large cycle of turnover.

Peak Events

- Attend Kiel Week
- Win 49er Junior World Championship

2023

Philosophy

2023 is a “racing” year, with as much racing on the calendar as possible. Sailing professionally in the United States, or getting on the water for high school/college racing would be a good supplement.

Boat Plan

The team will train in their domestic boat, charter equipment for racing overseas, and be ready to buy a new 49er Full Rig boat after the Olympic trials ends, to take advantage of deals on equipment from teams who don’t qualify for the Olympics. Both boats (old training boat, and new race boat) should end up back in the United States. It might be worthwhile to purchase a 2 boat box trailer to keep everything nice and in one place.

Peak Events

- Win 49er (full rig) Junior World Championship
- Attend 49er World Championship
- Sail Olympic Trials

2024

Philosophy

The goal for this year is to hit target weights, spend as much time supporting Olympic teams as possible, and ultimately to make a fast, seamless transition to full time campaigning. Training with the 2024 Olympians will provide some perspective on the leadup around the Olympics, which will help in the next quad. Performance focuses should be on starting and tactics when possible.

Boat Plan

This is the first year of the 2028 Quad, and the main goal of the boat plan is to ensure that we hit the ground running with a training boat and a race boat immediately following the 2024 Paris Olympics. Both boats should end up in the United States.

2024 Quad Budgeting

Appendix 1 - 2021 Campaign Plan

The goal of 2021 is to get to a high level of mastery in 49erFX boat handling in 70% of wind conditions to create a solid foundation for racing the FX, while continuing to race the 29er where possible to practice the tactical game.

What is the hours target?

Boat replacement schedule?

What is the plan with school?

2021 Academics

- Spring of 2021, high school is remote - use this time to dive into 49er boat handling
- Fall of 2021, Grant starts college
- Grant needs to talk to a college advisor to assess graduating early
- Jordan talks to people who didn't go straight to school (Paris Henken, Ian McDiarmid)
- Jordan looks into America's Cup jobs and employers paying for education
- Jordan graduates high school in June of 2024
- We need to make a plan of how to both graduate at a similar time in 2024 or early 2025

Performance Benchmarks

- Flat tacks by June.
- Jordan quicker at clipping/trap bail work.
- More comfortable in and out of footstrap.
- Able to go start a race in 25 knots.

Schedule

January

Goal: Launch campaign.

- Drive to Florida - Write campaign plan
- Set up boat and create daily routine

February

Florida Training

Goal: Log as many hours on the water as possible focused on boat handling.

44 hours of FX boat handling practice

17.5 hours of 29er racing

8 Hour day experiment
60 Hour month

March

California Training

Goal: Test routines in California.

40 hours of FX boat handling practice
15 hours of 29er racing
50 hour month

April

Training

Goal: Clean up 49er tacking technique.

? hours of FX boat handling practice
? hours of 29er racing
? hours of J70 Racing

May

California Training

Goal: 2 boat, boat handling practice.

? hours of FX boat handling practice
? hours of 29er racing
? hours of J70 Racing

June

European Warmup

? hours of FX boat handling practice
? hours of FX racing
? hours of 29er racing
? hours of J70 Racing

July

Peak Event

? hours of FX boat handling practice
? hours of FX racing
? hours of 29er racing

August

California Training

Goal: 2 boat, boat handling practice.
? hours of FX boat handling practice
? hours of 29er racing
? hours of J70 Racing

September

California Training

Goal: 49erFX gybing practice. Racing practice in other classes
? hours of FX boat handling practice
? hours of 29er racing
? hours of J70 Racing

October

California Training

Goal: 2 boat, boat handling practice.
? hours of FX boat handling practice
? hours of 29er racing
? hours of J70 Racing

November

California Training

Goal: 2 boat, boat handling practice.
? hours of FX boat handling practice
? hours of 29er racing
? hours of J70 Racing

December

California Training

Goal: 2 boat, boat handling practice.
? hours of FX boat handling practice
? hours of 29er racing
? hours of J70 Racing

Appendix 2 - 2022 Campaign Plan

The goal of 2022 is to get to a high level of mastery in 49er boat speed techniques while creating a racing foundation in junior sailing classes to build on in the 49er fleet. This year is currently dynamic in terms of the new equipment rollout and academic plans, so our goal will be to create a plan that allows us to adapt to the changing environment.

Clarifying goals heading into 2022 is extremely important. As the boys have progressed into the 49er class, their learning curve has put them quickly into the mix with other top American teams. As a result, there has been a gradual, un-articulated migration of expectations that we need to address.

Revised 2022 Goals

The outstanding questions as we head into 2022 are as follows:

- Is it Jordan's intention to work towards a college sailing recruitment position?
 - I believe that the answer to this question is yes, and will plan accordingly unless we discuss otherwise.
- What is the hours target for this year?
 - The answer to this question has many implications including:
 - How many/which classes do we focus on?
 - Do we invest time into learning the "new rig" in the 49er class?
 - What is the fitness goal?
 - Right now, my expectation is that our goal will be around 370 hours, which assumes that Jordan stays in brick and mortar school.
 - As such, we would focus on dinghy racing and fitness during the school year, and 49er over the summer.
 - We would not worry about getting into the new rig yet as we will not have time to learn the new gear.
 - Fitness will be a priority until the end of the school year.
 - Assuming 370 hours is the target, I may try to incorporate additional coaching/sailing into my schedule in the medium term.

2022 Academics

As we head into 2022, Grant has had a manageable workload, while Jordan has needed to allocate more time for school. To accommodate for the changes this year, we've reduced the sailing schedule to 3 days per week, or an average of about 35 hours per month.

From a sailing standpoint, I think it would make a big difference - both for the college recruiting process for Jordan, as well as the Olympic sailing pathway - if Jordan was able to spend more time on the water in the 2022-2023 school year. I would recommend considering a remote

schooling pathway with tutoring in targeted AP classes to create a well rounded academic package to compliment sailing results.

Philosophy

In 2022, developing racing skills will be priority during the school year, racing the C420, CFJ, J70 and 49er, when possible. Fitness will be the secondary priority, taking precedence over training hours. Ultimately, I would like to see Jordan and Grant finish this school year in peak physical condition with more racing experience than ever before.

I have developed a [decision making curriculum](#) for racing, that will be taught through a series of videos, powerpoint presentations, and lectures, to help Jordan and Grant refine their own processes for decision making. This will need to be practiced as much as possible, and the C420, CFJ & J70 will provide the platforms to do this.

Over the summer, 49er speed technique will be the focus. Ideally we would have 2 49ers, with 8 sailors rotating in and out to be able to do very long days of speed testing on the water.

Next fall, the focus will depend on the academics, but racing in Junior sailing classes will be an emphasis again, as well as speed in the 49er if we have enough time.

Fitness

Weight gain has been faster than originally planned, and school has limited the sailing days per week, so fitness should be a larger focus in 2022. In addition to hitting a target weight of 355lbs in 2022, the goal will be on increasing strength and changing body compositions to as much muscle as possible.

Brian O'Mahony will help to guide this process, with a target of 5 fitness days per week whether working out at home, or in the gym.

Performance Benchmarks

Several factors this year influence the performance benchmarks for the year. Overall our goals are twofold:

- Get fast in the 49er
- Achieve a racing baseline in line with top junior sailing teams in other classes

Racing:

- Win a 420 regatta
- Win the J70 Youth Nationals
- Top 10% finish at the 49er Junior Worlds

Time on the water:

- 370 or 450 hours depending on Jordan's school in Fall of 2022

Fitness:

- 5 fitness days per week
- 355 combined weight

Mental:

- Begin working on a mindfulness practice
- Understand how mindfulness relates to racing and performance

Gear:

- Acquire new rig & sails by the end of the year

Schedule

[See Janov Program schedule](#)

Appendix 3 - 2023 Campaign Plan

IN PROGRESS

Addendum A - Summer '21 Debrief

Summer 2021 Debrief

49erFX Junior Worlds

At the beginning of the summer we set out to prepare for the 49erFX Junior Worlds to push the level of our 49er boat handling as quickly as possible, and see the level of the fleet in Europe. Ultimately, the stated goal was to have a shot at winning the Junior Worlds NEXT summer. Without more time in the boat, and some experience in the fleet that goal is unrealistic, so to address this, this summer was all about logging hours, improving the fundamentals, and starting to get some 49er racing experience.

With time on the water at Cal Yacht Club and Richmond Yacht Club, our training incorporated a range of conditions from flat and windy to light and wavy. The focus was mainly on tacking and straight line technique. From start to finish of the summer training, I believe that we started at a boat handling level that would put you guys near the top of silver fleet or bottom of gold fleet in the 49erFX (in those particular skills), and ended up going beyond the level that Paris and Anna ended their campaign at. These skills shined through in several races - especially windier races - at the Junior Worlds with great upwind speed, and excellent boat handling contributing to a race win and several top finishes.

In the system of training that I believe in, my experience is that the precursor to breakthrough regatta performances is winning races. Paris and Anna won more races than anyone in the 49erFX long before they started doing well at regattas. I think that you guys are in that part of the learning curve right now, where you have the skills to win races when things go your way, but now need to focus on developing the skills that will create more consistency when things don't quite go according to plan.

Pos	Sail Number	Team	Netto	R1	R2	R3	R4	R5	R6	R7	R8	F1	F2	F3	F4	F5	F6	Total
1	 ITA 247	Jana GERMANI Giorgia BERTUZZI	51.0	4.0	2.0	2.0	2.0	6.0	2.0	6.0	6.0	4.0	3.0	2.0	8.0	4.0	44.0	62.0
2	 MLT 203	Richard SCHULTHEIS Max KÖRNER	68.0	2.0	1.0	11.0	7.0	2.0	4.0	15.0	4.0	1.0	4.0	24.0	1.0	3.0	13.0	89.0
3	 NED 64	Willemijn OFFERMAN Elise RUYTER	77.0	1.0	(UFD)	1.0	1.0	1.0	9.0	9.0	17.0	2.0	5.0	9.0	5.0	7.0	10.0	105.0
4	 GER 505	Marla BERGMANN Hanna WILLE	84.0	7.0	10.0	6.0	4.0	10.0	10.0	1.0	5.0	24.0	2.0	4.0	4.0	16.0	5.0	105.0
5	 GER 369	Inga-Marie HOFMANN Catherine BARTELHEIMER	93.0	1.0	14.0	5.0	9.0	3.0	1.0	5.0	3.0	13.0	12.0	46.0	13.0	5.0	9.0	109.0
6	 GER 212	Maru SCHEEL Freya FEILCKE	98.0	6.0	11.0	8.0	8.0	1.0	6.0	2.0	9.0	16.0	16.0	22.0	12.0	1.0	2.0	120.0
7	 DEN 181	Helena WOLFF Carl Emil SLOTH	109.0	(DSQ)	4.0	3.0	(BFD)	4.0	3.0	16.0	1.0	10.0	8.0	7.0	6.0	11.0	8.0	137.0
8	 FRA 676	Mathilde LOVADINA Alicia FRAS	118.0	13.0	8.0	9.0	15.0	5.0	3.0	1.0	2.0	15.0	22.0	18.0	9.0	17.0	3.0	140.0
9	 ITA 72	Alexandra STALDER Silvia SPERI	121.0	20.0	3.0	4.0	2.0	2.0	7.0	14.0	23.0	6.0	13.0	11.0	7.0	18.0	14.0	144.0
10	 NED 65	Svea KARSENBERG Emma SIEWERS	129.0	2.0	(UFD)	2.0	(BFD)	(RET)	5.0	16.0	1.0	3.0	6.0	1.0	19.0	14.0	4.0	157.0
11	 GER 256	Josse BONATZ Charly BARTH	134.0	8.0	6.0	3.0	8.0	15.0	18.0	19.0	8.0	11.0	7.0	3.0	24.0	21.0	7.0	155.0
12	 POL 525	Gabriela CZAPSKA Hanna RAJCHERT	135.0	7.0	12.0	17.0	1.0	7.0	10.0	11.0	13.0	9.0	20.0	13.0	14.0	22.0	1.0	157.0
13	 ITA 797	Arianna PASSAMONTI Giulia FAVA	135.0	4.0	6.0	21.0	4.0	10.0	11.0	12.0	11.0	12.0	(DSQ)	6.0	10.0	13.0	15.0	161.0
14	 RUS 301	Zoya NOVIKOVA Diana SABIROVA	137.0	8.0	5.0	4.0	(BFD)	17.0	4.0	17.0	8.0	14.0	15.0	14.0	3.0	12.0	16.0	165.0
15	 NOR 10	Pia Dahl ANDERSEN Nora EDLAND	138.0	10.0	1.0	16.0	6.0	11.0	16.0	9.0	5.0	7.0	23.0	15.0	11.0	8.0	23.0	161.0
16	 USA 133	Jordan JANOV Grant JANOV	145.0	5.0	2.0	15.0	9.0	5.0	1.0	17.0	18.0	5.0	18.0	(DNC)	18.0	10.0	22.0	171.0

J70 Worlds

The goal of the J70 Worlds was three fold:

- To improve our learning process
- To get high quality racing in a world class fleet
- To focus on onboard communication and mindset

Being onboard allowed me to model some of the things that I want to see from you guys in communication, tactics and learning practices such as taking notes. It also gave me a lot of insight into the team dynamic.

The intense, one month leadup was a super valuable experience in boat prep and speed work (something we'll be focusing on in 2022 in the 49er). We made a list of every single detail that we felt could be improved to make us faster and we addressed as many of those as we had time to fix. To me, it emphasized the idea that there is no silver bullet, but that all the tiny details really add up to something significant.

Throughout the training and racing I tried to model the note taking and analytical approach that I think you guys need to take to ensure that your learning curve stays steep. Missed days of

notes are missed opportunities to solidify the daily lessons. We pushed hard in practice races, sometimes taking big risks, or doing things that we knew were questionable to figure out what worked and what didn't. By the time we arrived at the worlds, we were far more prepared to avoid the scenarios that hadn't worked, and replicate those that had. Without the note taking and preparation in advance, I think we would have been learning these lessons at the Worlds instead of ahead of time.

The final day of training in big breeze with the Relative Obscurity guys was a huge shift in upwind technique that I think made us much faster even in the 13 knot races that we saw near the end of the event. By copying what we saw them doing, I think that Grant discovered a new technique to unstick the boat that made a huge difference.

During the racing itself, one of our biggest strengths throughout the event was our ability to keep our learning curve steep every day. I thought it was really interesting to work through the process of making the switch to the softer top jib batten with Dave. This was a low risk, confidence inducing switch I thought, that kept us improving through the event. Solidifying the starting process at the pin and at the boat was also a huge learning moment for us during the event.

Similarly to the 49er Worlds, we came away with a race win and a second. Again, I think that this is the precursor to really excellent regatta results. The cool thing about the J70 racing was that we actually got pretty far down the road of making some of those changes to improve consistency by the end of the regatta.

I think that it's really important to take notes on the takeaways here, so that we can pick up where we left off down the road.

Bow	Sail Number	Yacht Name	Yacht Design	Skipper/Crew	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	T	O	Total
World Championship Racing															
One Design Division															
J70 - Open															
1.	31	USA 1311 Relative Obscurity	J70	Peter Duncan / Willem van Waay / Morgan Trubovich / Victor Diaz de Leon	5	11	1	26	3	4	10	8	[26]		42.0
2.	26	USA 26 Midlife Crisis	J70	Bruce Gollison / Steve Hunt / Erik Shampain / Jeff Reynolds	3	4	22	10	21	1	1	6	[22]		46.0
3.	64	USA 819 Dark Energy	J70	Laura Grondin / Taylor Canfield / Michael Buckley / Scott Ewing	2	15	7	3	5	12	7.5/SCF	10.5/SCF	[15]		47.0
4.	96	USA 96 Savanna	J70	Brian Keane / Ron Weed / Bill Hardesty / Alec Anderson	6	1	6	13	27	5	13	5	[27]		49.0
5.	65	USA 65 Catault	J70	Joel Renning / Morgan Resser / Christopher Stocke / Patrick Wilson	7	31	12	19	1	3	6	2	[31]		50.0
6.	27	GBR 1127 Eat Sleep J Repeat	J70	Paul Ward / Charlie Cumbley / Ruairidh Scott / Mario Trindade	11	17	13	21	9	13	5	4	[21]		72.0
7.	79	USA 179 Surge	J70	Ryan McKillen / Lucas Calabrese / John Wallace / Sam Loughborough	25	19	2	22	6	14	20	19	[25]		102.0
8.	16	USA 169 Emoelia	J70	John Heaton / Zeke Horowitz / Will Felder / Zachary Mason	12	20	9	9	12	9	43	32	[43]		103.0
9.	48	CHI 218 Ducasse Sailing Team (Corinthian)	J70	Andres Ducasse Soruco / Ignacio Ducasse Soruco / Francisco Ducasse Soruco / Rodrigo Ducasse Soruco / Andres Ducasse R	4	9	21	34	14	11	58	11	[58]		104.0
10.	61	ESP 961 Noticia	J70	Jose Maria Torcida / Luiz Martin Cabiedes / Rayco Tabares / Pablo Santurde / Francisco Palacio	44	16	19	37	17	2	8	9	[44]		108.0
11.	23	USA 1523 Mapatcon	J70	Margaret McKillen / Brian Kamilar / David Shriner / Orrin Starr	1	34	27	1	13	27	46	12	[46]		115.0
12.	85	USA 85 Dime (Corinthian)	J70	Mallory & Andrew Lee / Giancarlo Nuco / Cardwell Potts	16	7	3	4	34	30	50	25	[50]		119.0
13.	39	USA 369 Cool Story, Bro.	J70	John Bridgen / Nevin Snow / Tomas Dietrich / Malcolm Lamphere	29	24	26	8	4	10	29	20	[29]		121.0
14.	83	USA 839 Stampede	J70	Bruno Pasquinielli / Jonathon McKee / Charlie McKee / Joe Morris	26	36	10	38	18	8	17	7	[38]		122.0
15.	38	USA 383 Threatening Minors (One Pro)	J70	Jordan Janov / Grant Janov / Ryan Janov / Willie McBride / Reddin Kherli	39	2	8	40	11	45	25	1	[45]		126.0

Fall 2021

In the next few months, Jordan will do all the racing he can while continuing to move the needle on 49er boat handling as a team. We need to solidify gybes and do more starting work in the 49erFX before transitioning into the full rig, so that will be the next focus. Here is the plan as I see it:

Focus On School

With the school year starting up for both of you guys, I think it's really important for you to come out of the gates firing on your academics so that you can get ahead and stay ahead. I think you have a great support system behind you for this, and the sooner you can establish a good workflow, the better we'll be able to plan into the future.

Super important here for Grant will be signing up for classes ASAP. In the UC system, classes are on a first-come-first-served basis, so logging onto the signup system the minute it opens can be the difference between getting sections that will allow you to go sailing, and having to go to evening classes.

49er Training When Grant Is Free

I'm expecting that Grant will be pretty busy with school, making new friends and adjusting to college life, so I think that 49er sailing should be a priority if Grant has any time to do it. To me, this means taking advantage of the August/September timeframe before Grant starts classes. Ideally we would set the boat up at ABYC for the wind and the waves. If Jordan can't make it to ABYC with his school schedule, then maybe we need to sail out of Cal instead, or maybe we sail different classes out of Cal on weekdays, and then have the 49er ready for weekend practices out of ABYC.

Focus on Fitness

I think that one item that needs to jump up the priority list this fall is fitness. I think it makes a lot of sense to work with Brian O'Mahoney to learn how to lift weights before Grant goes back to school. This will hopefully create the foundation of weight lifting technique and knowledge that he can use in the gym at school to continue training and take advantage of the no-sailing days to lift weights and work on getting up to weight.

Trapeze Skills

One of the big things that I want Jordan to build this year is more confidence on the wire. 29er crews almost never get injured in the foot strap on the 49er, and I think this has a lot to do with having a really solid foundation of trapeze skills. If you can find one day per week to get in the 29er with Oliver to practice, that would do a lot for your trapeze skills.

Helm Time

The laser would be an interesting platform for both Grant and Jordan to practice on because it will force you both to focus on feel and steering. This will go a long way towards helping you guys get in sync faster between the main and the steering in the 49er.

Racing Focus

Jordan's main focus this Fall will be on racing. I expect you to be up to speed very quickly in the FJ and 420, which will give you two great platforms to practice racing. The laser would be another good one, but might require a slightly bigger investment in training time. Finally, some match racing experience would definitely serve you well if you can figure out how to fit that in.

The regatta schedule is laid out below. I would love to make Fridays a training day which can either be in the 49er, or in a boat that you'd be racing that weekend. If you can get off of school in time to sail additional days (even if you can just make it out for an hour and a half) that would be ideal.

Schedule

Orange dates are dates that I cannot attend.

- | | |
|----------|--|
| 8/21-22 | I'm running the KFL event this weekend, but if you guys are excited to go sailing, do it! Maybe a good time to set up the 49er. |
| 8/28-29 | FX sailing at ABYC? |
| 9/4-5 | Ullman/Frost @ ABYC. I would love both of you to sail this in lasers if possible. Training in lasers for a few days the week prior to this weekend would be ideal. |
| 9/11-12 | Shadden @ NHYC, or FX training. I will not be available to coach this weekend and neither will Dave. |
| 9/18-19 | Perry @ CBYC. Dave can coach. Grant goes in the coach boat with Dave? |
| 9/25-26 | Ideally you'd sail Oakcliff 49er event this weekend, but Cressy Elims in Laser or FX practice also options. |
| 10/2-3 | Ideally you'd sail Oakcliff 49er event this weekend, otherwise 1 day Shadden (Sunday only) at CalYC. Grant and Jordan sail FJ's Saturday, Grant coaches Sunday? |
| 10/9-10 | California Dreamin' Match Race @ SDYC. Otherwise FX or laser practice? |
| 10/16-17 | FX sailing at ABYC? |
| 10/23-24 | FX sailing at ABYC? |
| 10/30-31 | FX sailing at ABYC? Cressy Single Handed Nationals if Jordan qualified in Sept. |
| 11/6-7 | FX sailing at CalYC? |
| 11/13-14 | Apply to California Dreamin' Match Race @ LBYC. Otherwise FX at Cal. |
| 11/20-21 | Ullman Frost or Hamlin @ABYC. Grant and Jordan can both sail Ullman. |
| 11/27-28 | ??? |

12/4-5 SCYYRA Clinic? (C420)

12/11-12 Perry @ Coronado YC.

Starting Practice

One thing missing from all of this is starting line practice. While you'll have some high quality reps during regattas, one of the big advantages that Steve Hunt, Nick Kaschak, or Aubrey Mayer's sailors have is that they get a high number of starting reps in at highly competitive practices. If we can find a way to get you guys to one of those practices every once in a while, it would be a good thing.

In addition to reps on the line, downspeed 49er boat handling will also be important to develop, and for this reason, the Oakcliff triple crown events are a unique opportunity to get on the line with other 49ers. If Ian and Hans or Ian and Andrew want to do any starting work in California, we might also consider how to make that happen.

Racing Skill Development

Reps on the racecourse will go a long way towards improving the racing skill set, but just as we have done in boat handling and speed technique, I want to put in place a process to really think about the racing in a more analytical way, and speed the learning curve. There are three specific racing skills that I would like to focus on in the next several months:

1. Using the compass
2. Weather & wind strategy
3. Understanding the [strategic flowchart](#)

For the compass work, the main thing we'll need to do is ensure that whatever boat you're racing has a compass. I'll be asking you to get numbers at all of your regattas, and will ask you to do the same starting line homework that we did on the J70 at every start. Hopefully the value of this was clear in the J70, and if you can pair this tool with the intuitive approach that most junior sailors take to tactics, you'll have a real weapon.

For weather and wind strategy, the foundation is reading and understanding the book "Wind Strategy". I bought a copy for you a while back and I'd like to go through the book a chapter at a time. I'd like to get to a place where you guys are comfortable putting together [the forecasts that I have sent you a few times in the past](#). With this baseline, I think that you'll have a better understanding of the wind than most of the racers you'll compete against, and from there you'll have a foundation to ask smart questions when you get good forecasts like the Bedford forecasts from this summer.

Finally, the [strategic flowchart](#) is my attempt to make sense of the many different pieces of advice that you hear from various coaches. [This document explains the genesis of the strategic](#)

[flowchart](#). As you get way more racing under your belts, you'll hear a ton of tactical and strategic advice, but at the end of the day, I believe it all fits into this framework in some way. If you guys can get to a place where you're helping to build and improve the framework, your confidence will jump, and your consistency across tough conditions will improve dramatically.

Longer Term

All of this sets you guys up to have an amazing foundation of skills heading into 2022. If we can get our hands on a 49er full rig near the end of this year, and start working on speed in the first half of 2022, you'll go into the summer ready to go racing in the 49er. Our goal will still be to do as much high level racing as possible, whether in the 49er, J70, 420, or something else.

Addendum B - Janov 2021 End Of Year

Hours This Year

Total: 564.4

49ers: 262.38

J70: 153.23

Dinghies: 66.92

Regattas Raced

SCYYRA Warmup Regatta

Skiff Fest (1 Day)

29er Midwinters West

29er Skiff Gen #5

49erFX Junior Worlds

J70 Worlds

Shadden #2

Perry #1

J70 Youth Nationals

Regatta Results

29er Skiff Gen #5	2	of	21
49erFX Junior Worlds	16	of	54
J70 Worlds	15	of	61
J70 Youth Nationals	3	of	7

2022 Regattas

49er MLK Regatta

Perry #3

SCYA Midwinters - J70

Shadden #4

J70 NOOD

Perry #4

49er Junior Worlds

J70 Youth Nationals

Orange Bowl - C420

Addendum C - 2022 Junior Worlds

Debrief

The 2022 Junior Worlds was our peak event this summer, and while not the event that we were trying to put together, I believe that the takeaways from this event are extremely valuable for the future of the campaign, so in this debrief, I'm going to dig into some of the takeaways, and where I think we go from here.

In my mind, this discussion starts and ends with mindset. There are a lot of contributing factors to this, and a lot of takeaways for me as a coach, that I can use to improve the process in the future. To list a few of these:

- In retrospect, there was not enough Type 1 fun this summer, and I need to do a better job of managing energy levels during the school year when there are many other obligations.
- While the goal was to focus on speed technique by ourselves, and we made big strides here, we needed to invest a bit more time sailing with other boats in a "scrimmage" environment - particularly one that we have control over - leading up to any event to get comfortable with those techniques around other boats.
- There was confusion and disagreement that ultimately led to the breakdown of trust, around the communication of expectations. This needs to become a more normal part of our routine, and I need to develop a longer term plan for how to improve the understanding of how we set and use expectations to our advantage.
- All of this fits into a longer term mental performance plan, which I am thinking a lot about, and will start incorporating gradually over time. This includes things like the visualizations, but needs to include more discussions about the foundations of the mental performance program, why it matters, and how we make progress.

From your end of things, here are some of the things that I observed at the Junior Worlds that I felt were uncharacteristic of your racing and skill set:

- More "cautious" on the starting line - never fighting for the favored end.
- More conservative on rig tune - afraid of being "overbaked".
- Conservative in selecting "lane we deserve" and willingness to sail in bad air - especially early in the race.
- Less willing to mix it up with other boats on the race course, which has manifested in many ways including banging the opposite corner than we talked about because we're afraid that someone might tack on us if we go the right way, or failing to tack into clear air around the gate because we're worried about the possibility of downwind boats cutting us off.

With all of that said, most of this debrief will focus on the technical side of performance.

Two Major Takeaways To Start Our Discussion About Skiff Racing

When I started coaching you in the 29er, you felt that you had a mental issue - that you “choked” at big events (2018 Youth World Qualifiers?) - but I told you that I felt that the solution to this problem was to focus on the sailing skills to create a foundation of reliable technique that you could fall back on.

In this case, I think that we can largely do a similar thing, by focusing on making progress in two major areas:

1. The escape from the starting line
2. Execution of game plan

At the Junior Worlds in particular, these two skills were things that we did not have an opportunity to practice beforehand, and made an oversized difference in outcome. Our focus in the last year and a half has been on speed and boat handling, and we have not yet had a chance to focus on the real racing parts of skiff sailing beyond a few “scenario drills” by ourselves on the starting line. So far this has been okay, because your base level from other classes (29er, opti, J70, etc.) is fairly high, and the course was quite open at the Junior Worlds last year, however, the Junior Worlds this year was a “place to race to” race track, where the leaders executed a plan A start and got to the favored side, while the second group found a way to battle back into the favored side.

Let’s take a closer look at these two ideas.

The Escape From The Starting Line

At the Junior Worlds this year, your starting execution average was a 1.6 (3 being plan A, 1 being plan C) in the Qualifying series and a 2.33 in the Final Series. As you can see from the table below, 5 plan C starts in the qualifying series made your lives really hard immediately off the line, so the first thing that I think we need to focus on in Canada, is improving this metric.

	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10	Race 11	Race 12		Qualifying	Silver	Average
Start	A	B	B	C	C	A	C	C	C	A	A	C		1.667	2.333	1.833

Four key items stand out for me, which can make a big difference very quickly.

Holding Position On The Line

While your ability to double tack and slide will definitely develop into a weapon the more time you spend on the starting line, your ticket to admission right now is the ability to sit in one spot without sliding to leeward. The Kiwis in Como were good at this, and while they didn’t have as many tricks as you guys, this one skill was worth a lot.

So how do we get better at sitting in one spot? I think the answer is that we need to spend more time next to other boats who are good at it. Batten management is a big part of this, as is boom position over the corner of the boat (how far in or out is it?). Finally, I think we need to be willing to scull in certain situations and learn how to do it.

My suggestion would be to practice this a lot in a small group before bringing it to the starting line.

Ultimately, we need to be using the slide more often and more effectively than other teams - this is where I think the advantage is - but we need to also be able to play the game of just sitting with a small gap to leeward.

Double Tacking Tolerances

While your down speed maneuvers were sharp, you often left meters on the table when it came to double tacking up against weather boats. Finding the line between “too close” and “solid control” is a process that again requires practice in low stakes situations where it doesn’t matter if you foul, and you have a teammate who is willing to defend hard without breaking tillers.

Fore and Aft Positioning

Often, in the heat of the double tacking battle or the sliding battle, you guys ended up farther from the line than boats around you. More recognition of when this is happening is critical, and will help to prompt Grant to bring the jib on more to help move back forward in your exit from maneuvers.

Executing Planned Starting Line Plays

Finally, the more we can plan plays ahead of time, and then execute them on the starting line, the more consistent your game will become. The general framework is:

1. Set up early
2. Keep the hole to leeward big enough to live, but small enough that nobody wants to fight you for it
3. Be patient until late in the sequence
4. Between 40-20 seconds (depending on the size of your hole, how good the boat to leeward is, and how dense the line is) make a final “play” to open your hole up more and accelerate.
5. Lock in weight as soon as you finish your acceleration - no cleaning lines or adjusting controls for the first 30-60 seconds off the line.

We have talked about a number of different plays, but starting with one or two main options, and then building out the repertoire from there will help to keep things simple, and bring consistency to your execution.

Executing The Game Plan

The second item that I would love to see a focus on at the Junior Worlds is executing your game plan. This starts with defining the type of day, and then understanding what the plan A, B, and C will look like on that particular type of day.

Headed into the Junior Worlds, I think that there was a sense of, "Let's not take ourselves out early," and as a result, you did not fight for the favored end, and you prioritized clear lanes over favored side. Low density starting and clear lanes might be good priorities on certain days - maybe we'll see this in Canada on more open race tracks - but on "place to race to" days, you need to fight for the favored side, both on the starting line and on the course.

Here is the process that I want to bring into focus to try to execute in Canada:

1. Discuss the Type of Day & the Priorities.
2. Do your prestart routine ASAP - if you can, give yourselves 10 minutes to get the info and make the decisions. This is way more comfortable than pushing off of the coach boat when the orange flag goes up.
3. Figure out where you want to start on the line in absence of other boats.
4. Based on the type of day, discuss how important it is to start there. Place to race to>Edge Out>Inside Track>Connect the Dots>Not sure. For now, this should not change based on where we're at in the regatta! Fight for it day 1, the same as you would day 6.
5. Know what your escape looks like.
6. Do what you planned to do.

This last part - executing your plan - is often the most difficult to implement.

I would measure success here by looking at:

- What percentage of the time you were able to make a game plan with all pieces of information (pre-start routine)?
- What percentage of the time did you execute your gameplan?
- What percentage of the time was your plan correct (even if you didn't execute it)?

Mindset

I want to view mindset as a longer term project that we will continue to improve over the course of your campaign. In Como, we talked a lot about expectations, and I think one of the things we will learn to improve is our relationship with these expectations and our ability to see them objectively as a piece of information, rather than emotionally. These expectations can come in all shapes and sizes - the outcome of your campaign, what place you expect to be fighting for in a regatta, how one race result changes your expectations for the next race, how you expect a result to impact someone's perception of you or the work you are doing. It is impossible to eliminate expectations, so we need to learn how to observe them objectively. Nate loves to quote psychologist Carl Jung, who said that, **"Until you make the unconscious, conscious, it will continue to rule your life and you will call it fate."**

The mindset that I want you to bring to Canada, is that this experience is all about learning as much as possible. Each day, each race, each leg of the course, trying to improve just a little bit. If we can keep the focus on this, we'll get to see where things shake out, but we'll also hopefully leave the regatta with more skills than we arrived with. [In the last Samurai, the question is posed, "Do you believe a man can change his destiny?" To which Tom Cruise responds, "I believe a man does what he can until his destiny is revealed." Let's channel Tom Cruise.](#)

Having "fun" means relaxing, not getting too wrapped up in the details, and finding your flow on the water. [In the words of the Last Samurai, "Too many mind - no mind."](#) **Archive the lessons by focusing on the moments in each race or each start that worked, or the places that you would have done something differently.**

Addendum D - Summer '22 Debrief

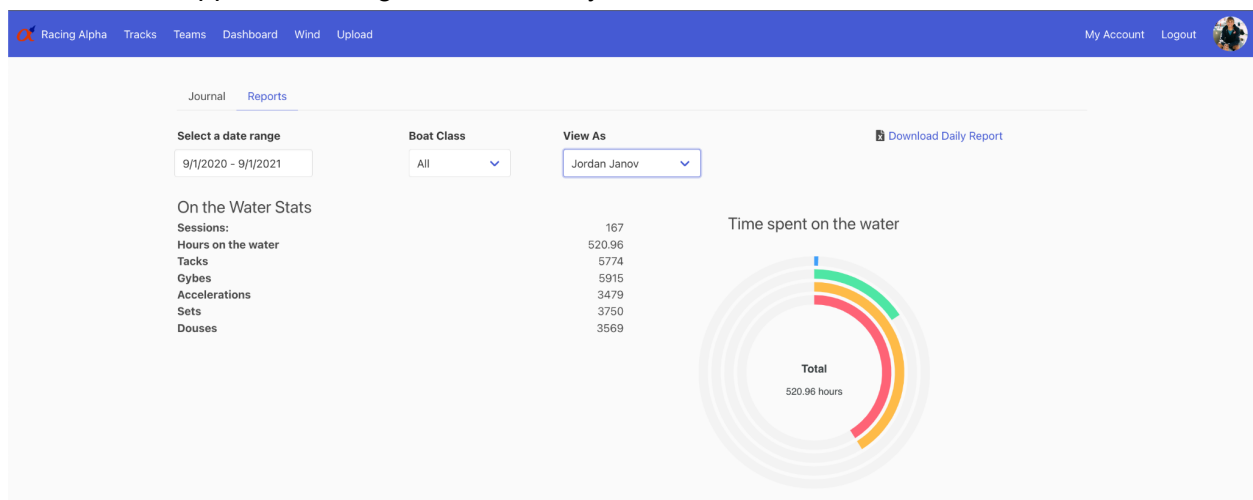
Overview

The last two years have been dedicated to developing boat handling and speed techniques, and year three is all about shifting the focus to racing. As we start planning the 2022-2023 year, the goal is to sail as many high level events as possible without compromising on preparation.

Campaign Review To Date

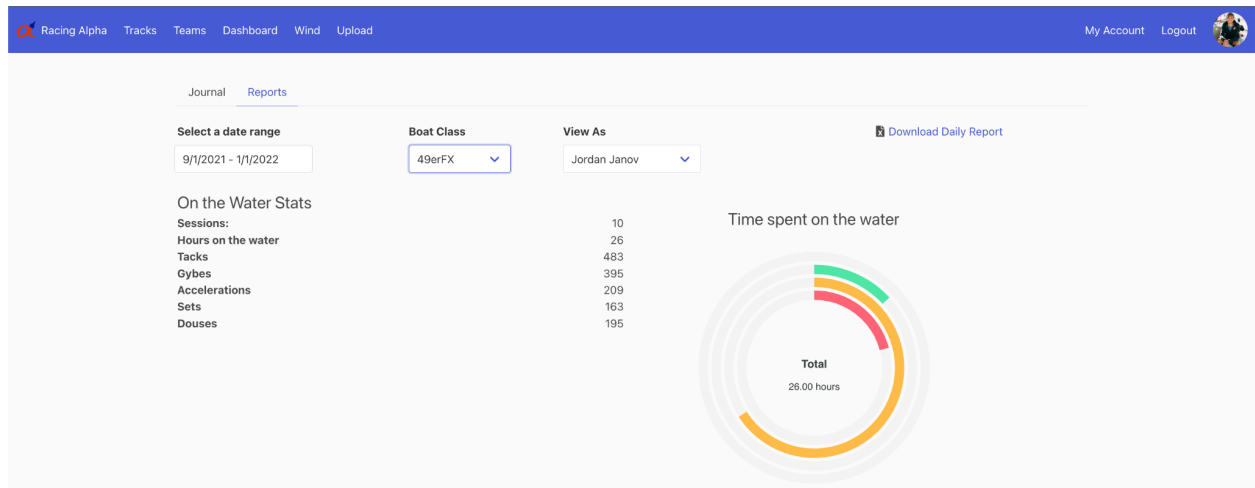
September 2020-August 2021 - 520 hours of sailing recorded in 167 sessions

- 43.3 hours/month average
- 210 in the 49erFX
- 16th at FX Junior Worlds
- 15th at J70 Worlds
- Grant applied to colleges and both boys did remote school



September 2021-December 2021 - 148 hours of sailing recorded in 52 sessions

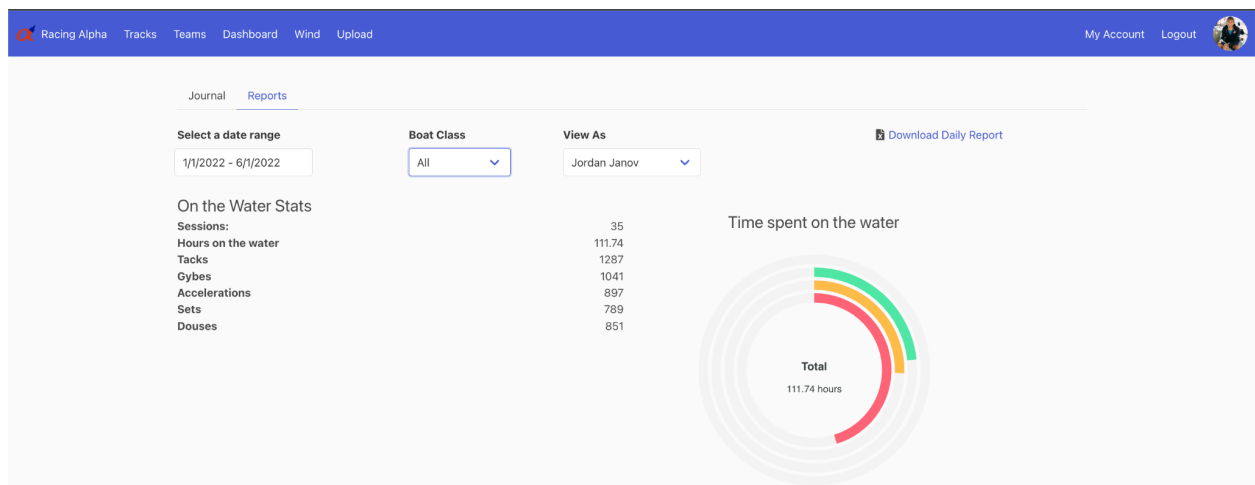
- 37 hours/month average
- 59 hours in the 49er (26 in 49erFX, 33 in 49er)
- First hours in the full rig over winter break
- Back to brick and mortar school



At this point, Jordan was having trouble balancing school and sailing, so we had a conversation in Miami in December 2021 where we talked about slowing down sailing and focusing on fitness. This is documented in Appendix 2 where we stated, “As we head into 2022, Grant has had a manageable workload, while Jordan has needed to allocate more time for school. To accommodate for the changes this year, we’ve reduced the sailing schedule to 3 days per week, or an average of about 35 hours per month.”

January 2022-May 2022 - 111 hours of sailing recorded in 35 sessions

- 22 hours/month average
- 53 hours in the 49er

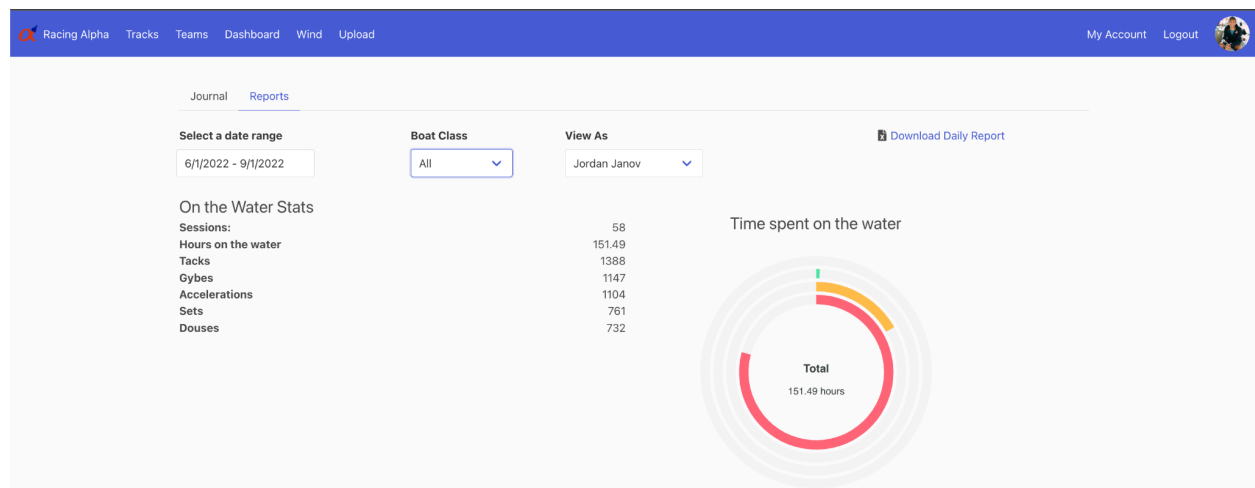


In contrast, I estimate that an average high school sailor spends about 150 hours in the CFJ during this time period if they attend regularly scheduled practice, and sail 5 regattas (Rose Bowl, Gaucho, Golden Bear, PCCs, Nationals). Top sailors are also doing Perry, Shadden, Ullman/Frost, etc.

Because of lack of hours, I put together a very intense summer schedule to try to make up the difference.

June 2022-August 2022 - 151 hours on the water recorded in 58 sessions

- 50.3 hours/month average
- 120 hours in the 49er (48 sessions)
- 10 days of school
- From June 11 to September 5 was 167 hours in 67 sessions in 87 days or about 57.6 hours/month average
- Sailed in Marina Del Rey, Long Beach, San Francisco, Lake Tahoe, Lake Como, and Nova Scotia
- Prepped a new boat in Europe
- Trailered cross country
- 47th of 68 at 49er Junior Worlds
- 38th of 45 at 49er North Americans
- 60th of 65 at 49er World Championship



I think that this was too dense, especially for competition season.

Interpreting Results

I believe that what we saw this summer was not representative of where you guys currently stand as a team, but assessing the results and assessing the underperformance is difficult because there are so many confounding factors.

I'll start by explaining why I believe that this was an underperformance rather than just a fair assessment of where we currently stand. Then I will dig into the factors influencing the performance.

Underperformance

In large part, competition results can be seen as the sum of many small parts: speed, boat handling, starting line execution, tactics, course understanding, team psychology, etc. My philosophy is that we need to fine tune each of these individual factors independently before

When evaluating performance, we need to look at whether these individual pieces on the race course reflected the work that you've done on those pieces in practice. For this reason, my first indicator that we're on the right track is generally some standout races where you get off the line clean, and the speed and boat handling pieces are able to come together.

This summer, the starting line execution had a big impact on your ability to execute, especially at the Junior Worlds where the race track was often a very one-sided, place to race to. With that said, you did have some good starts at both the Junior Worlds, and then you showed great improvement in getting off the line at the Open Worlds. Despite this, your speed (which was demonstrated in tune ups against other teams) never really shined through, even when you escaped from the line.

2022 North Americans Starting Analysis														
	Average													
	Race 8	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1						
Start	C	C	A	C	C	C	A	C						1.500

2022 49er Worlds Starting Analysis																																			
																Average	Silver	Qualifying		Race 16	Race 15	Race 14	Race 13	Race 12	Race 11	Race 10	Race 9	Race 8	Race 7	Race 6	Race 5	Race 4	Race 3	Race 2	Race 1
	Start	A	B	A	C	A	A	B	C	C	B	A	C	A	C	A		2.250	1.875	2.063															

Here's what the 49er Open Worlds regatta winner's starting execution looked like:

2022 49er Worlds Bart Lambriex Start Execution																					
	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Race 8	Race 9	Race 10	Race 11	Race 12	Race 13	Race 14	Race 15	Race 16		Qualifying	Gold	Average	
Start	?	C	A	A	C	C	A	C	A	B	C	A	C	A	B			1.857	2.143	2.000	
		P	P	P					P			P	P	P	P						
		Port tacked the fleet							Almost very bad at boat												
		Clear but only boat at unfavored end...																			

The shortcomings in your game at the Worlds had a lot more to do with racing execution and speed (which we've observed to be a strength when you get by yourselves), and for this reason, I would say that the summer was an underperformance, rather than a good representation of where we currently stand.

Confounding Factors

There are several factors leading into these events that made it hard to pin the issue on any single thing:

- Too few hours on the water this year
- Too many hours/too dense of a training period leading into competition
- "Fun factor" fading by the start of competition
- Step up into the 49er class from FX (slightly under weight instead of slightly over weight)
- 10 days of sailing in a row through the World Championship
- All contingencies required for the Junior Worlds (tiller extensions, broken parts, parts not showing up, etc.)
- No time to train with other boats (like we did with Lucy & Steven before 2021 Junior Worlds)
- Older boat at the World Championship

With all of this said, I believe that the takeaways are clear: we need to get faster, and we need to get better at racing.

Seasonal Approach

Last year, we missed all hours targets, so I hesitate to set targets this year. I don't want to set the precedent that it's okay to miss targets that are largely within our control.. This year (2022-2023), I want Jordan and Grant to be in control of hours on the water.

In the 2022-2023 calendar, we will break our approach into 3 seasons:

1. Mid September-Mid November: Off Season
2. Late November - May: Pre-season

3. June - September: Competition Season

Off Season

Hours: Light

Focus: Fun

During the off season, on-the-water training will be light, and I want you guys to pursue “fun” sailing projects while also putting in a solid gym program. This is your opportunity to achieve new levels of fitness, pick off some small projects that you want to bring into your game for the winter (maybe revisit things like the cross step, Jordan?), and hopefully have plenty of Type 1 fun. My door in Santa Barbara is always open for you guys to come up and stay with us to get on the water with the Santa Barbara guys, and my hope is that you might want to do that to spend some time on the starting line with other good sailors. With that said, I’m not going to tell you when to do it or not do it - it’s 100% up to you.

Some ideas on what to focus on during this period:

- Train with SBYSF/Aubrey/UCSB to work on starting in FJs & 420s
- ODP 49er camps?
- Viper NAs
- J70 Youth Nationals

Pre-Season

Hours: Heavy

Focus: Racing skills with other boats

This will be our main 49er training period. The goal will be to prioritize time on the water with other teams as much as possible this year, which will likely require more sailing in Miami and some more time overseas.

In my mind, the ideal plan here starts in Miami over Thanksgiving Break, spending time with Canadians and whoever else is keen to get on the water. Christmas Break will be another big opportunity, and then we’ll get some domestic regattas which will provide good opportunities to “scrimmage” using the skills that we have developed. Hours on the water with other boats will be key here, so if we can get other boats to do double sessions, we’ll push hard to make the most of the days we get.

The Princesa Sofia Regatta in Palma is the first event of the European season, and would be the ideal “check-in” event to include in this pre-season training. It falls just at the end of Grant’s Spring Break, so he would need to miss a week of school. If we can’t make this happen, I am going to try to incorporate more Viper sailing into my calendar, so we’ll need to make a call on this relatively soon.

We'll have more time after Palma to train, and I think that we might be able to get some of the US guys or Mexicans up to Long Beach for this period of time.

Competition Season

Hours: Moderate

Focus: Competition

Once Grant's school wraps up, I would love to get as much sailing as we can in Europe if possible. Kiel Week would be great to attend in June, however it might be a tight turn around between the last day of racing on June 25th, and the start of Trans Pac on July 1st - something you guys will need to decide. After Trans Pac, there will probably be a lot of people training in either Marseilles, or The Hague leading up to the Open Worlds. The Junior Worlds have been announced in conjunction with Travemunde Week, which was the last week of July this year. The Super Worlds will be August 10-20.

With all of this in mind, I think the ideal plan would be to head to Kiel to check back in with the fleet, fly home for Trans Pac, take a week off, and then head back for the Junior Worlds. If this is too full on, then I think we skip Kiel and just train in Long Beach instead, but this would mean that the Junior Worlds is the first event of the summer. Finally, the Super Worlds would be a great experience, but due to the quota system, the event requires qualification to participate. This qualification will be decided at the two US Open events in January and February, so that would be the time to make a final call on the plan for the end of the summer.

Fall and Winter Travel

Increasingly we are going to need to travel to find competition in the 49er. Below are a few thoughts on what this could look like in the 2022-2023 season.

Oakcliff Triple Crown Regattas

The Oakcliff Triple Crown events are generally bad racing, but good opportunities to get on the water with other US teams in a relatively easy, cost effective way. This year the events are the weekends of September 17-18 and 24-25. As Grant starts school on the 22nd, but is not required to attend section that week, my recommendation is to make that the final push of the summer - race the first event, stay at Oakcliff for the week, and then race the second event.

Here's a sample schedule of what that week could look like with Jordan's school.

	Friday September 16	Saturday September 17	Sunday September 18	Monday September 19	Tuesday September 20	Wednesday September 21	Thursday September 22	Friday September 23	Saturday September 24	Sunday September 25
600										
700				Gym	Gym	Gym	Gym	Gym		
800		Competitors Meeting On The Water	On The Water	Breakfast	Breakfast	Breakfast	Breakfast	Breakfast	Competitors Meeting On The Water	On The Water
900				Jordan: School Willie/Grant: Boatwork	Jordan: School Willie/Grant: Boatwork	Jordan: School Willie: Boatwork	Jordan: School Willie: Boatwork	Jordan: School Willie: Boatwork	First Warning at 1100	First Warning at 1030. No Warning After 1500.
1000		First Warning at 1100	First Warning at 1030. No Warning After 1500.		Sailing					
1100				Jordan: School Willie/Grant: Boatwork		Jordan: School Willie: Boatwork				
1200					Derig, change and head to airport by 1530					
1300					School & Drive to JFK					
1400					Grant flies out of JFK at 1630					
1500		Derig and food	Derig and food	Sailing			Sailing	Sailing	Derig and food	Pack Boat
1600	Jordan and Grant Arrive at JFK at 1645. Drive to QuasiCliff.	Debrief	Debrief						Debrief	Head to JFK by 1645
1700				Debrief over dinner			Debrief over dinner	Debrief over dinner		Jordan Flies out of JFK at 1945
1800	Set up #9er									
1900										
2000										
2100										
2200										

Princesa Sofia Regatta (Palma de Mallorca)

The other event that I'd like to make a decision on very early is the Palma event, Princesa Sofia. This is generally the first regatta of the European season, known for big waves and good breeze, though truthfully the conditions can be anything. As the first event of the season, the fleet generally arrives early to tune up and scope out the progress that everyone else has made in the off season. With our goal of getting on the water with other 49ers more this year, this would be the first real opportunity to make this happen after the Canada Worlds.

The timing of the event would be tough for Grant from the standpoint that he would have to miss the first week of class, but if he can swing it, that would mean that we'd have time to go early and tune up with the fleet.

With regards to boats, we would have to either charter like we did for Como, or purchase a European boat.

Kiel Week

This will be a good tune up early in the summer to get into the swing of racing, and then spend some time training in Europe with other boats until the Junior Worlds or the Open Worlds if that is an option.

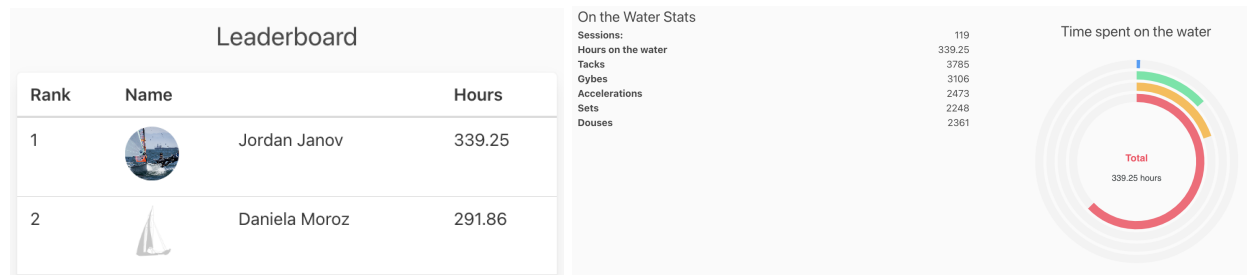
J70 & Melges 24 Regattas

There are a number of Miami events that would be really good training events including Melges 24 Nationals (November 10-13), Bacardi Cup events (December 9-11 in J70 and December 16-18 in M24), and others later into 2023. I think that we can make a call on any of these events as we get closer, so not as urgent as the first two decisions, but I would love to pick one or two of these to participate in, and the sooner we get it on the calendar, the sooner we can start figuring out who we might sail with, and what the training will look like.

Addendum E - 2022 End of Year Report

Summary

2022 was a tough, but very formative year with a lot of changes in school situations, boat classes etc. Jordan topped the leaderboard once again, but fell well short of last year's 564 hours, this year wrapping up with around 350 hours in about 120 days of sailing.



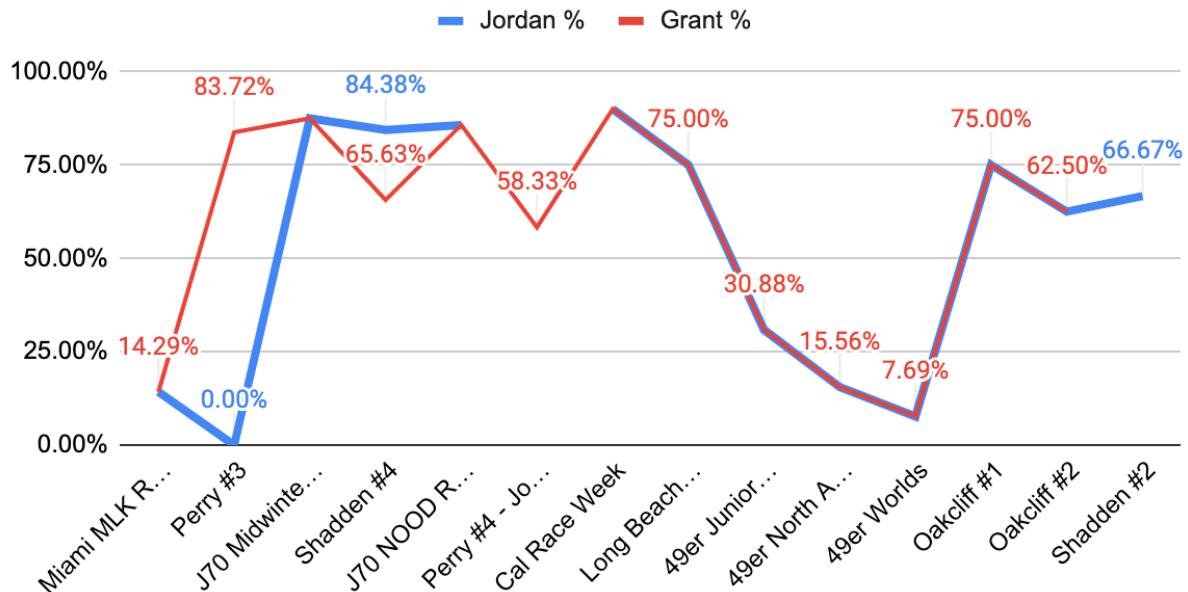
We set out this year to compete in as many regattas as possible, and while we completed significantly more than any year prior, there was a steep learning curve when it came to finding crew and getting the pieces in place to go racing. Of 23 events on the calendar this year, we attended 15 (missed 7 scheduled regattas due to sickness/injury/school). Of those 15, we missed an additional 4 days of racing due to too much wind, too little wind, school commitments or injury. If you count those 4 missing days as missing 2 events, that puts us at a success rate of 56.5%.

The 49er Junior Worlds was our stated peak event this summer, and it worked out nicely that we got to attend the 49er North Americans and the 49er World Championships in Canada as well. This was a dive into the deep end, and many lessons were learned that will be valuable in the next year.

Racing

Finishing Percentile In 2022 Season

(100% is 1st place, 0% is last place)



2023 Goals

Long Term - Compete in 2028 Olympic Games.

Medium Term - Jordan graduates high school as top tier junior sailor. Grant graduates college as top tier professional trimmer.

Short Term - Jordan: Compete in 20+ regattas with >20 boats. Grant: compete in 5+ national level pro-sailing type events.

The Plan For 2023

Hours On The Water

Target: 500 hours

This year, the boys' paths are diverging slightly to allow them to focus on the different skill sets needed in their respective positions in the 49er. **I would like Jordan and Grant to both track hours independently of one another** and I will keep track of their regatta results independently as well.

As a rough target, **I think that we are shooting for a 500 hour year**, with 216 days currently on the calendar. To reach 500 hours, the average training duration would need to be 2.31 hours/day for 216 days. In 2022 the average duration of a training session was 2.85 hours, which would allow the boys to hit the 500 hour target in 176 days meaning that they could miss 40 days of the current schedule and still hit the target.

Racing

Target: 20+ regattas & academic study of race course decision making

Coming out of the summer of 2022, it is clear that priority number one right now needs to be on solidifying racing lessons. Last year we discussed doing as much racing as possible, but these opportunities were limited by injury, conditions, school and other unforeseen factors. In 2023 we need to double down on this goal for Jordan in particular.

Right now we have 23-24 events on the 2023 calendar including:

- 1 Clinic (SCYYRA)
- 5 events with fewer than 20 boats (all 4 likely <10boats)
- 13 regional events (Shadden, Perry, LBRW)
- 2 big fleet, national level events (C420 Midwinters, C420 Orange Bowl)
- 2-3 international events (Kiel Week, Junior Worlds, Short Track Worlds?)

Some factors that might disrupt this plan include:

- Currently Jordan does not have a spot for C420 Midwinters
- Logistics are fairly crazy for LBRW (need to fly out the day after Kiel, arrive LAX at 4pm, and sail the next day).
- Shadden #3 is a 1 day event at Cal (often very light...)
- Short Track Worlds are currently off the table

While the primary factor that will move the needle in our racing is increasing the QUANTITY of race days, I also want to attack this from the angle of increasing QUALITY of strategic discussions. After our experience in Italy last summer, I realized that we have a lot of gaps in the fundamentals of race course decision making. I began putting together a resource for the boys to study in a more systematic way. This has evolved into a book, and I have sent the first draft to them to get started on. **I would like to read and take notes on the book in the next few months.** A rough timeline would be:

- Part 1 by the end of December
- Part 2 by the end of January
- Part 3 by the end of February
- Part 4 by the end of March

This will give the boys time to digest, and put these lessons into practice in regattas before the beginning of the summer.

49er

Target: 2+ European events

When we started talking about getting into the 49er, we laid out a few goals including attending the 2024 Olympic trial events, and plans to reach those goals including a campaign that ratchets up the experience in the 49er slowly over time. Hours in the 49er/49erFX have ratcheted up as follows:

2020: FX - 51 hours.		17% of 285 hours tracked*.
2021: FX - 229 hours.	49er - 33 hours.	46% of 564 hours total.
2022: FX - 2 hours.	49er - 223 hours.	66% of 339 hours total.

*Tracking system was not running until March, so probably closer to 350 hours in 2020.

In 2021 the boys sailed their first 49er Junior Worlds in the FX.

In 2022 we upped the level by arriving 14 days early to prepare, and sailing the full rig 49er. While the result was not what we wanted in 2022, a number of factors can be attributed to this including fewer overall hours of sailing in 2022 compared to 2021, the transition to the men's version of the boat, the lack of training partner (sailed with Lucy and Stephen in 2021), and a one-track venue that didn't play to our strengths as well as the 2021 venue in Poland. Despite this, our boat handling level was very high, and the speed component was very competitive.

In 2023, the goal is to ratchet the level up once again by sailing with a training partner if possible in April and May training, and by attending a European training event (Kiel Week) prior to the Junior World Championship.

Overall, we are looking to make big strides on the racing front, while starting to make smaller refinements to the boat setup and boatspeed side of the equation.

Beyond 2023

If the first half of 2024 is a carbon copy of 2023, Jordan has an additional 12 events left before he graduates from High School. This means that Jordan has about 34 regattas left in his junior sailing career before he graduates from high school if he is able to attend 100% of scheduled events in the next 18 months. 26 of those 32 events should have more than 20 boats. This means that he can afford to miss a few, but will need a success rate of about 77% at the 20-boat-fleet events to hit the short term goal of 20 events by graduation.

Addendum F - 2023 End of Year Report

Summary

2023 has had high highs and low lows. Grant and Jordan's paths have diverged a little bit this year, with Grant making big gains at the beginning of the year while Jordan struggled with health issues. In contrast, Jordan has really excelled in the second half of the year while Grant has focused on school. Reflecting on the year as a whole, while we fell short of several targets, it feels like a transformative year for the team with several health issues resolved, and strong momentum for both athletes heading into 2024. With that said, the next several months are some of the most critical of the 2020-2028 time period.

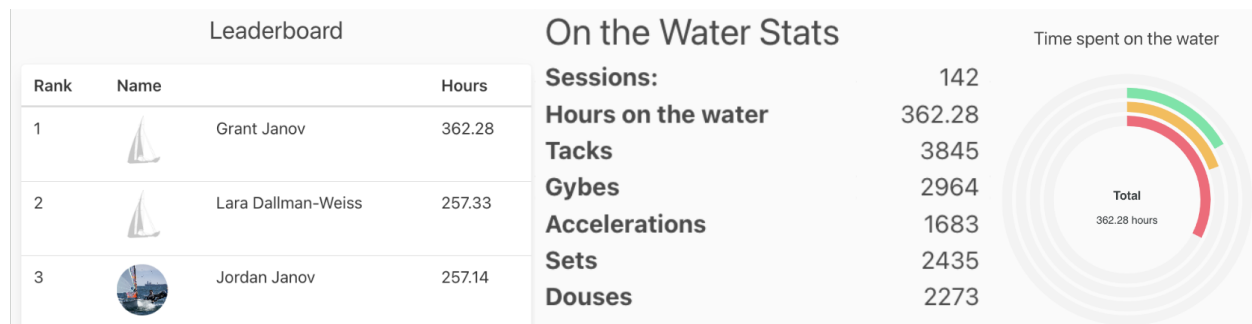
2023 By The Numbers

At the beginning of 2023 we set the following targets:

Medium Term - Jordan graduates high school as top tier junior sailor. Grant graduates college as top tier professional trimmer.

Short Term - Jordan: Compete in 20+ regattas with >20 boats. Grant: compete in 5+ national level pro-sailing type events.

Hours on The Water: 500



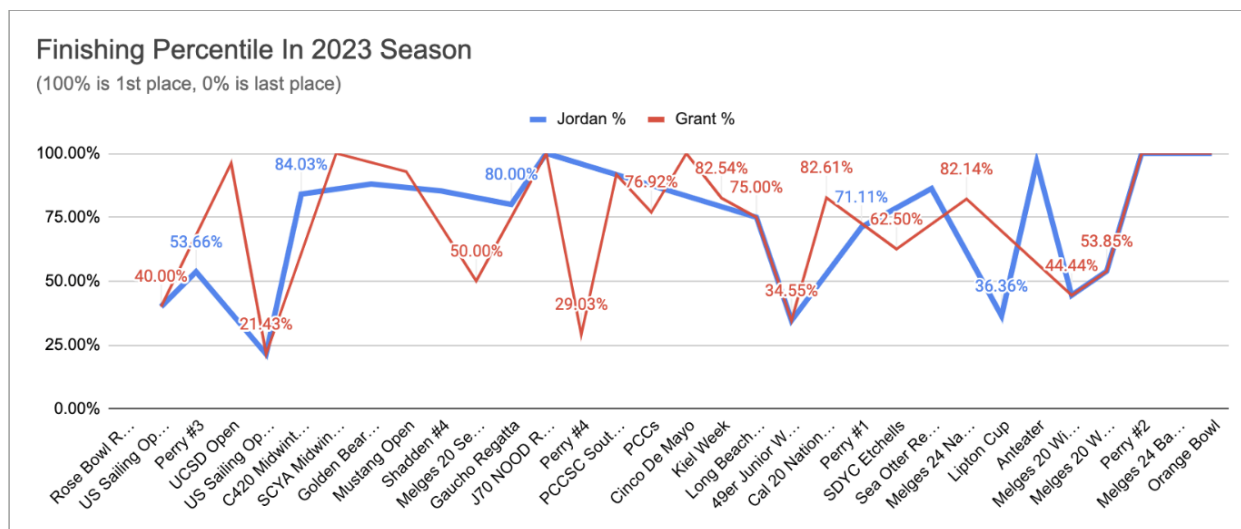
We fell short of the hours on the water goals, in large part for Jordan due to health and injuries keeping him off of the water for several months, while for Grant, the issue largely had to do with sailing opportunities and school conflicts in the second half of the year. Despite this, the trend is in the right direction. Grant's sailing numbers are up 6.7% over 2022, at 362 hours on the year with a little less than a month left in the year. Jordan's numbers currently show less, but this has been impacted by a Garmin malfunction in the last month, and should probably reflect 70 more hours over that time period with 50 scheduled hours left this year. If Jordan meets these projected numbers, he will be up 11.2% over 2022 around 377 hours on the year. Half way through the year I was very concerned about Jordan's numbers, but through a long diligent

process with the doctors, it seems that he is putting more sailing time in than ever before, and the results recently have reflected that.

The 49er Junior Worlds was our stated peak event this summer, with a plan to work out the kinks at Kiel Week, before heading to Travemunde. Unfortunately these plans were hampered by Jordan's gallbladder issues, and the team did not get the full leadup or preparation that we had planned. Despite this, I think that the pivot was very productive, with Grant sailing with Nevin Snow - a hugely positive learning experience which produced a meaningfully impressive result - and the boys training in Long Beach with Nevin, Mac and the Canadians. While the Junior Worlds result was disappointing, and the team missed gold fleet with a broken forestay on the last day of qualifying, there were some really positive moments, as well as some very important lessons.

As far as other sailing targets, Jordan completed 18 regattas this year - falling just short of the stated goal of 20 events. Grant raced in 4 out of 5 targeted "top tier" pro events, and is building momentum towards the stated goal of graduating from college as a top tier pro trimmer.

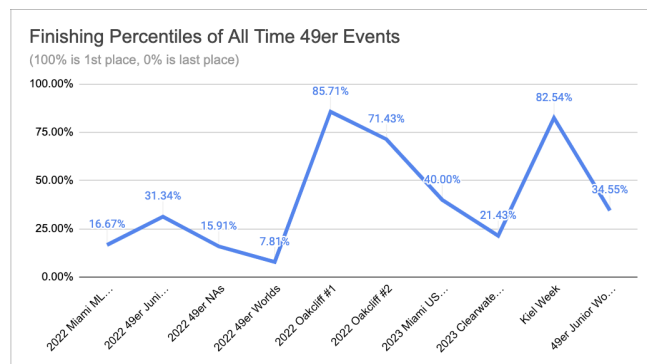
I have begun tracking the number of races that each athlete completes in addition to results, and will continue to highlight these numbers, and changes over time. See tables and graphs below.



While this looks messy, the breakouts by class are promising. Most notably, Jordan's finishing percentages in CFJ and C420 regattas this season have trended from 71% & 68% in his first two events, up to 86% and 96% in his most recent events. On this scale, 100% represents a regatta win.

	Jordan %	Grant %		Boats	Races	Jordan	Grant	
Rose Bowl Regatta			HS CFJ	18	2	No Team	5	Grant was sick day 2 - Jordan not signed up for HS yet
US Sailing Open - Miami	40.00%	40.00%	49er	16	10	10	10	
Perry #3	53.66%	--	C420	42	8	20	--	
UCSD Open	--	96.15%	College CFJ	27	8	--	2	
US Sailing Open - Clearwater	21.43%	21.43%	49er	15	9	12	12	
C420 Midwinters	84.03%	--	C420	120	7	20	--	
SCYA Midwinters	--	100.00%	J70	6	6	--	1	
Golden Bear Regatta	88.00%	--	HS CFJ	26	2	4	--	
Mustang Open	--	92.86%	CFJ	15	6	--	2	
Shadden #4	85.29%	--	CFJ	35	5	6	--	
Melges 20 Series 4	--	50.00%	Melges 20	7	9	--	4	
Gaucha Regatta	80.00%	--	HS CFJ	26	1	6	--	
J70 NOOD Regatta	100.00%	100.00%	J70	7	10	1	1	
Perry #4	--	29.03%	C420	32	8	--	23	Jordan Injured
PCCSC South Designate	--	91.67%	College CFJ	13	12	--	2	
PCCs	--	76.92%	College CFJ	14	14	--	4	
Cinco De Mayo	--	100.00%	J70	9	10	--	1	Jordan had to study
Kiel Week	--	82.54%	49er	64	8	--	12	Jordan galbladder
Long Beach Race Week	75.00%	75.00%	J70	9	7	3	3	
49er Junior Worlds	34.55%	34.55%	49er - U23	56	12	37	37	
Cal 20 Nationals	--	82.61%	Cal20	24	7	--	5	
Perry #1	71.11%	--	C420	46	7	14	--	
SDYC Etchells	--	62.50%	Etchells	9	5	--	4	
Sea Otter Regatta	86.21%	--	HS Sailing	30	5	5	--	
Melges 24 Naitonals	--	82.14%	Melges 24	29	8	--	6	
Lipton Cup	36.36%	--	J105	12	12	8	--	
Anteater	96.43%	--	HS Sailing	29	6	2	--	
Melges 20 Winter Series 1	44.44%	44.44%	Melges 20	10	7	6	6	
Melges 20 Worlds	53.85%	53.85%	Melges 20	14	9	7	7	
Perry #2	100.00%	100.00%	C420		1	1	1	
Melges 24 Bacardi #1	100.00%	100.00%	Melges 24		1	1	1	
Orange Bowl	100.00%	100.00%	C420		1	1	1	
Jordan				Races:	119		18 Regattas	
Grant				Races:	168		21 Regattas	

Similarly, the graph below breaks out all 49er class results over time from 2022 to 2023. While there are highs and lows, the highs are generally getting higher, and the lows are generally getting higher as well.



Finally, one data point that I want to highlight is the pre versus post school year regatta participation seen in the table below. For Jordan, his regatta participation has ramped up from .8 regattas/month before the start of this school year to 2.25 regattas per month. Grant has held even, which is quite impressive considering the reset in goals, and the build up into pro sailing.

	Jordan	Grant
Regattas/month before September	0.80	1.50
Regattas/month after September	2.25	1.50
Races/month before September	9	16
Races/month after September	17	11

2023 Overall

2023 was a challenging year in many ways, but it forced us to strengthen some critical parts of a successful long term campaign and become more professional about the approach. The PT team played a huge role in getting Jordan back up to speed. Both boys assessed eating habits, and made progress towards modifying diets to align with goals. Time in the gym was fruitful with bigger numbers than ever for Grant, and a recovery well underway for Jordan. We successfully pivoted in a few critical moments to keep Grant progressing on his path. As the year comes to a close, both boys are doing as much or more racing than ever, learning the tactical game, and results are showing the improvements. Overall I feel a tremendous amount of momentum heading into 2024 as the team looks to be fully firing on all cylinders again for the first time in almost two years.

2024 Goals

Long Term - Compete in 2028 Olympic Games.

Medium Term - Enter the 2024-2025 season with the most professional full time campaign of any American team, and build an advantage in American based sailing infrastructure.

Short Term - Jordan graduates high school as top tier junior sailor. Grant graduates college as a top tier professional trimmer.

The Plan For 2024

Hours On The Water

Target: 560 hours

The start of 2024 is much the same as the end of 2023: Jordan is working towards becoming the best high school sailor that he can be, while Grant continues to build his body of experience in the pro sailing circuit. As before, **I would like Jordan and Grant to both track hours independently of one another** and I will keep track of their regatta results independently as well. **Jordan needs to get a new Garmin watch, as his current watch is not syncing.**

This year will be largely split into 3 parts.

Part 1: School year sailing. For the most part, this will be similar to the September-December period of 2023.

Part 2: Summer sailing. There is a lot of uncertainty in this area at this point in time, due to some factors outside of our control, which should become more clear as the Olympic trials conclude.

Part 3: Full time campaign begins. Starting in September, our goal is to hit the ground running, and settle into a routine that maximizes hours on the water in the 49er in challenging conditions, while simultaneously facilitating as much racing as possible .

As a rough target, **I think that we are shooting for no less than 500 hours this year**, with the final four months accounting for about 250 of those hours.

For the purposes of organization, I am targeting a budget of \$150,000 for 49er and high school sailing, and a budget of \$60,000 for other campaigns.

Racing

Target: 20+ regattas & academic study of race course decision making

Jordan's schedule currently includes 8 regattas before the end of the school year, and 4 regattas in the remainder of the year (2 summer 49er regattas, and 2 winter J70 Events). This represents a significant slow down in racing. While the focus of the full time campaign will be on boat handling, I would like to try to keep the rate of racing above what most campaigns experience in year 1. This will mean finding creative ways to race in high level fleets with lower price points, without taking away from 49er time.

49er

Target: 2 European events

When we started talking about getting into the 49er, we laid out a few goals including attending the 2024 Olympic trial events, and plans to reach those goals including a campaign that ratchets up the experience in the 49er slowly over time. Hours in the 49er/49erFX have ratcheted up as follows:

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2022: FX - 2 hours.	49er - 223 hours.	66% of 339 hours total.
2023: FX - 0 hours.	49er - 165 hours.	45.6% of 362 hours total.

*Tracking system was not running until March, so probably closer to 350 hours in 2020.

In 2021 the boys sailed their first 49er Junior Worlds in the FX.

In 2022 we upped the level by arriving 14 days early to prepare, and sailing the full rig 49er. While the result was not what we wanted in 2022, a number of factors can be attributed to this including fewer overall hours of sailing in 2022 compared to 2021, the transition to the men's version of the boat, the lack of training partner (sailed with Lucy and Stephen in 2021), and a one-track venue that didn't play to our strengths as well as the 2021 venue in Poland. Despite this, our boat handling level was very high, and the speed component was very competitive.

In 2023, the goal was to ratchet the level up once again by sailing with a training partner, and by attending a European training event (Kiel Week) prior to the Junior World Championship. We due to illness and injury, only Grant was able to attend Kiel Week, but ultimately both of these opportunities came together.

2024 will be similar to 2023, wherein we target the Junior Worlds as our benchmark regatta, with a goal of training with training partners and attending one European training event in advance. In many ways, this Junior Worlds will close the book on this Olympic cycle, and on your junior sailing ramp up to full time campaigning.

Beyond 2024

As we head into full time campaigning, we have the opportunity to build a competitive advantage by (1) hitting the ground running, and (2) developing an edge in American based infrastructure.

1. Because the boys have a solid foundation of 49er basics at this point, they will be able to put in longer hours in more productive ways during the first year of the quad. Boat handling will be a big focus - specifically, boat handling in very challenging conditions. I believe that if we spend enough time in big wind and big waves, the boys can be one of the teams that can survive in 25+ knots, and this will almost guarantee finishes in the top 5 when these days occur in racing. Because there is money in the budget, we can put a solid plan in place that minimizes travel, and maximizes hours on the water. Where many other teams will take time off after a long campaign, or struggle to ramp up hours on the water in a new campaign, Jordan and Grant are poised to log 750hours + between September 1, 2024, and August 31, 2025.
2. With the Olympics coming to Long Beach, more international teams will be training locally than ever before. If we have the infrastructure in place to facilitate more productive training, we will have the ability to direct this training in a productive way. We need to be the team with well maintained coach boats, spare 49ers to charter (or loan to the right training partners), spare parts when things break, training marks, drone capabilities, good video review facilities, etc., etc.. Many Americans will struggle to get access to the water in Long Beach and will lose sailing days as a result. Others will spend a huge part of their budgets on housing, eroding their ability to pay for coaching and equipment. If we can be the team that builds an advantage in these areas early on,

others will come to us asking for help, and we will be able to drive training in the directions that help Jordan and Grant the most.