

Coach analysis — 5 boats

Dragon Regatta · Dragon

BEL 82 · TUR 12 · GBR 192 · SWE 800 · SUI 355

The boats in this report

Boat	Start	To the line	Speed at gun	Up the beat	Data
BEL 82	2nd	3.3 s	5.25 kn	25th	61%
TUR 12	3rd	3.5 s	6.80 kn	16th	62%
GBR 192	4th	4.3 s	5.64 kn	8th	83%
SWE 800	7th	5.1 s	6.22 kn	17th	79%
SUI 355	8th	5.3 s	5.64 kn	11th	94%

Coach conversation

make a full analysys on the 5 selected boats and the pre-start, start and 1o minutes, streangth weaknesses, speed, pointing etc

Of the 5 selected boats — TUR 12, SWE 800, GBR 192, BEL 82, SUI 355 — here is the full analysis of the pre-start, the start itself, and the first ten minutes after the gun.

1. Summary

- **TUR 12** had the best raw start (3rd on the line, 3.5 seconds, 6.8 kn) but a critical 55-second GPS dropout in the first two minutes cost them track data. When the signal returned, they had fallen from a top-10 position to mid-fleet and never fully recovered, finishing the window 16th. Their speed at the gun was excellent, but the start-line commitment left them fighting back for the whole ten minutes.
- **GBR 192** won the start: 4th at the gun, just 7.9 m behind the line, and immediately established a lane on the favoured left side of the course. They held a top-5 position for the first five minutes and were 8th at the ten-minute mark. This was the most complete performance of the group.
- **BEL 82** crossed 2nd, only 3.3 seconds after the gun with just 5.4 m to the line. That positional advantage quickly evaporated as they lost speed in the first five minutes, but they recovered well in the second half of the window, climbing from 22nd to 25th by the ten-minute mark. A fast start, a soft middle, and a strong finish.
- **SWE 800** started well (7th, 5.1 seconds) and was the fastest of the group after the start, posting a 5.65 kn average speed. However, a 87-second GPS dropout between 7:30 and 9:00 creates a significant data gap. Based on the information we have, they were 17th at the ten-minute mark, which is a solid result given the data loss.
- **SUI 355** had a strong, controlled start (8th, 5.3 seconds) and sailed consistently. They were the least flashy of the group but remained in the top 10 for the first five minutes, losing a few places to finish 11th at the ten-minute mark. A very steady, reliable performance, but they lacked the outright speed of the leaders.

2. Start-Line Analysis

The start line was 543 m long and had a geometric bias of 6.5° favouring the committee boat end, worth 62 m further up the beat. The wind axis at the start was 248.5°.

Who started best?

Ranked by the timing system, the start was won by GBR 192 and BEL 82.

Boat	Start Rank	Seconds to Line	Distance to Line at Gun (m)	Speed at Gun (kn)	Position on Line
BEL 82	2	3.3	5.4	5.2	223 m from pin (pin end)
TUR 12	3	3.5	7.1	6.8	296 m from pin (middle)
GBR 192	4	4.3	7.9	5.6	457 m from pin (committee end)
SWE 800	7	5.1	9.2	6.2	350 m from pin (committee end)
SUI 355	8	5.3	10.8	5.8	529 m from pin (committee end)

BEL 82 was the most aggressive on the line. They were just 5.4 m from the line at the gun, crossing only 3.3 seconds later. This is a classic, committed pin-end start. The risk is being over early, and they sliced it fine — their closest approach before the gun was 15.1 m at the -4.3s mark, and they were already at 23.8 m with 10 seconds to go, meaning they were accelerating hard into the final seconds. GBR 192 did the same thing at the committee end, though they weren't quite as close to the line.

TUR 12 was the fastest boat at the gun at 6.8 kn, having timed their acceleration perfectly from a slow 2.9 kn just 30 seconds earlier. Their 3.5-second crossing time reflected this speed. GBR 192 was slightly slower (5.6 kn) but made the line with less risk.

SWE 800 and **SUI 355** had clean, controlled starts. They were slightly further back at the gun (9 and 11 m) and crossed a couple of seconds later. Both were accelerating well, with SUI 355 showing the most aggressive late acceleration from 4.3 to 5.8 kn in the last 10 seconds.

3. The First Ten Minutes: Speed, Pointing, and Progress

This is a projection of progress up the course axis (250.9° to the top mark), not total distance sailed.

Progress after 5 minutes (rank = 1 is furthest up the course):

Boat	Made Good (m)	Rank at 5 min	VMG (kn)
GBR 192	575	7	3.76
SUI 355	579	6	3.67
SWE 800	546	16	3.60
TUR 12	533	23	3.67
BEL 82	533	22	3.54

Progress after 10 minutes:

Boat	Made Good (m)	Rank at 10 min	VMG (kn)
GBR 192	1,159	8	3.76
SUI 355	1,126	11	3.67
SWE 800	1,081	17	3.60

Boat	Made Good (m)	Rank at 10 min	VMG (kn)
TUR 12	1,084	16	3.67
BEL 82	1,038	25	3.54

GBR 192 was not only the best starter but the best sailor in the first ten minutes. They made the most progress up the course and, critically, held their position. Their VMG of 3.76 kn was the highest of the group. They sailed a long starboard tack for the first three minutes, then made a single, clean tack to port and drove for the left-hand layline. This was the most efficient use of the beat.

SUI 355 was the model of consistency. Their VMG was second-best, and they stayed in the top 10 for the entire ten minutes. Their track shows two tacks, but the second one at the 6-minute mark was a poor one – they lost 64 m of progress in the 30 seconds around the manoeuvre and their rank dropped from 6th to 8th. Recovering from that, they were 11th at the ten-minute mark. A very solid, but not spectacular, performance.

SWE 800 and TUR 12 both fell back from their strong starts. SWE 800 is difficult to read because of the 87-second GPS dropout at the 7:30 mark. Before the dropout, they were sailing well at the 6-minute mark, ranked 17th. Their average speed of 5.65 kn was the highest in the group, suggesting they had good boat speed. TUR 12's 55-second dropout right after the start is more critical – they lost the data for the exact period when they should have been consolidating their top-10 position. When the signal returned at +2:00, they were in the low 30s and spent the rest of the window climbing back to 16th.

BEL 82 is the biggest story of the group. They had the second-best start but made the least progress of all five boats. Their VMG of 3.54 kn was the lowest, and they lost a position nearly every minute for the first six minutes. They made progress on the right side for the first two minutes, then tacked to port and sailed into the fleet. They recovered slightly in the second half, but the damage was done.

4. Strengths and Weaknesses

GBR 192

- **Strengths:** Excellent start, best VMG, clean tactical decisions, maintained position under pressure.
- **Weaknesses:** None apparent. The only minor issue is a slight dip in speed between the 5 and 6-minute marks.

SUI 355

- **Strengths:** Consistent and reliable. Good start, solid speed.
- **Weaknesses:** Lost places during a tack at the 6-minute mark. This is the only clear mistake in their first ten minutes.

SWE 800

- **Strengths:** Fastest average speed in the group. Strong start.
- **Weaknesses:** Data dropout makes analysis difficult. They also seemed to stall briefly at the 7:30 mark before the dropout.

TUR 12

- **Strengths:** Best acceleration to the line, maximum speed at the gun.
- **Weaknesses:** Lost their position immediately after the start, likely due to the 55-second GPS dropout. They showed good recovery speed but couldn't make up the lost ground.

BEL 82

- **Strengths:** Aggressive, committed start at the pin end.
- **Weaknesses:** Poor speed and decision-making in the first five minutes, losing more places than any other boat. Their VMG was the lowest in the group.

5. Top 3 Actions

- **For TUR 12 (Helm/Coach):** The start was championship-level. The issue is what happened in the first two minutes after the gun. With the GPS dropout, we cannot see if it was a tactical error or a technical issue. Get the tracker checked. The speed is there – the recovery from 30th to 16th proves it. The goal is to ensure that speed is used in the first two minutes, not just the last eight.
- **For BEL 82 (Tactician/Helm):** You won the start but lost the race up the first beat. The pin end was not the place to be – you were on the unfavoured side and sailed into a bad lane. Use the start-line bias data (6.5° to the committee boat, worth 62 m) in the next race. A pin-end start is only good if you can immediately tack and cross to the favoured side. The boat speed was there in the recovery; trust it and make the start work for you.
- **For GBR 192 (Helm/Coach):** This was a perfect first ten minutes. Replicate it. The start was clean, the first tack was decisive, and the boat was fast. The only question is whether you can maintain this level of focus for the entire race. Your pattern of holding a top-10 place suggests good boat-handling under pressure – keep it up.

6. Appendix: Data Quality and Assumptions

- **Data Quality:** GPS coverage was good for most boats (99% for GBR 192, SUI 355, and SWE 800's data we have), but critical dropouts occurred for TUR 12 (55s) and SWE 800 (87s). These are significant enough to affect the analysis of the first few minutes.
- **"Rank" and "Made Good":** The "made good" figures are a projection of progress up the course axis, not the total distance sailed. The rank is the fleet position at that moment.
- **Wind:** The wind axis (248.5°) is geometric, from the start line to the windward mark. No instrument or derived wind data is available.
- **Speed vs. VMG:** "Speed" is the boat's speed over ground. "VMG" is the speed made good toward the windward mark. A boat can have high speed but low VMG if it's sailing too low a course.
- **Excluded:** Any analysis of tack loss, boat handling, or sail trim is not possible from GPS data. The 87-second dropout for SWE 800 means their position at the 10-minute mark may be inaccurate, as the boat could have been anywhere during that period.

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What this card does not claim

- This page is written by the Pro Regatta Coach and is interpretation, not measurement. The figures behind it are in the scorecard, which is generated from the data alone.
- This file covers only part of the race – a start window – so nothing here describes the finish or the full race.
- Patchy GPS coverage on BEL 82, TUR 12, SWE 800 – their track figures are less reliable than the rest.