

2026 World Championship Report – Part I

Preparation Block & Qualification Series

Pre-World Championship Training Block

After Kieler Woche we only had one day off before starting the final preparation block for the World Championships. The objective was no longer to make major technical changes, but to sharpen race readiness, confirm our setups and arrive at the event with confidence.

The first day was dedicated to speed testing in light to medium breeze on relatively flat water with only a small chop. There was approximately **10 m/min of current towards the northwest**, giving us another opportunity to refine our understanding of current effects before racing.

We also completed several practice races. Overall they went reasonably well, although starts remained quite inconsistent. To some extent this was expected, as twelve boats trying to start repeatedly on a relatively short training line naturally creates unpredictable situations. Nevertheless, the overall speed looked encouraging and gave us confidence going into the championship.

The following day was dedicated almost entirely to **boat work**. Every boat was inspected in detail to ensure there would be no equipment failures during the regatta. At the same time Ema and Nela arrived, and I took them on the water for their first training together. Unfortunately a storm forced us back to shore after only about forty-five minutes, so we gathered very little useful sailing data that day.

The next morning finally brought proper conditions.

We had **18–20 knots** with relatively small waves, allowing us to conduct another series of speed tests.

Kaja and Kristian looked extremely good.

With this mast setup and these conditions—strong wind combined with only a small chop—they are genuinely very fast. The boat is now trimmed almost optimally for this wind range and can compete with anyone. Their only real limitation appears once the waves become larger. Bigger waves expose some weaknesses in maintaining speed through the sea state, but in flatter water they have all the necessary pace.

Ema and Nela had only their second day together as a crew, so expectations were naturally limited. Still, there were many positives.

Ema continues to have an excellent feel for the boat, while Nela trims the jib very well, especially when unloading power before gusts arrive. Despite being relatively light compared to the rest of the fleet, they were able to stay surprisingly competitive during speed tests.

Their biggest limitation was simply lack of synchronization. Boat handling, maneuver timing and general crew coordination were still developing, which is perfectly understandable after only two days together.

The final day before racing was kept free deliberately. The objective was to begin the championship rested, mentally fresh and physically hungry to race.

Championship Philosophy – Every Point Counts

One theme accompanied us throughout the entire championship: **every single point counts**. Not because we were chasing a specific final position, but because at this level every point is a consequence of hundreds of small decisions made throughout the race. Our objective was never to obsess over the results table. Instead, before every race we reminded the sailors that the only thing they could fully control was becoming the **best and most precise version of themselves** on that particular day and every single race of that day.

That meant approaching every race with a fresh mindset, regardless of the previous result. We wanted every crew to communicate clearly, observe continuously, trust their preparation, execute the agreed systems, and make decisions based on what was happening on the racecourse—not on emotions or previous mistakes. The goal was to sail each race with maximum precision: accurate geometry around the course, thoughtful gate approaches, planned mark roundings, disciplined starts, constant information exchange, and proactive observation of wind, pressure, current and fleet positioning.

Unfortunately, this was also the area where we fell short the most. As frustration accumulated, precision gradually disappeared. Instead of resetting after mistakes, many crews carried them into the following races, causing the same errors to repeat. This championship clearly demonstrated that our next step is not simply becoming faster, but becoming **more consistent in applying our systems under pressure**. If we can maintain the same quality of thinking, communication and execution in the final race as in the first, the results will naturally follow. Our focus will therefore remain on mastering the process rather than chasing outcomes, because at this level, results are ultimately a by-product of disciplined execution.

Qualification Series

The championship opened with exactly the type of conditions we had prepared for.

On the first day we had around **20–22 knots** of breeze from the west to west-southwest, creating excellent racing conditions.

Throughout the regatta I concentrated primarily on coaching **Kaja and Kristian**, as they were realistically the only crew capable of fighting for a top overall result. Kajetan Jabłoński covered the remaining fleets.

Day One

The regatta actually started extremely well. In the first two races Kaja and Kristian rounded the first windward mark in **second place** both times. In the opening race they even took the lead on the second upwind, clearly demonstrating the speed advantage we had developed over the previous months.

Unfortunately both races ended in completely unnecessary mistakes. In Race 1 they capsized on a straight downwind leg after an avoidable handling error. At this level that simply cannot happen. They eventually recovered to 14th place, but the race had been completely under control before the capsize.

Race 2 followed almost exactly the same pattern. Again they rounded second at the top mark, but poor gate selection and several mistakes after the leeward gate cost them the race completely.

The third race was less spectacular but much cleaner, finishing fifth after steadily gaining places throughout the race.

Looking back, the first day realistically had the potential to finish with results around **1–2–5**. Instead, small mistakes snowballed into large losses. This became one of the defining themes of the entire championship.

Once something went wrong, focus shifted away from racing and toward surviving the mistake. Instead of resetting mentally and continuing the race, frustration began accumulating and each subsequent error increased the probability of another.

Day Two

The second qualification day brought even stronger breeze.

Only one race was completed before the remaining fleets were abandoned due to increasing wind strength.

Kaja and Kristian won their race.

It was an important psychological boost because it confirmed that the speed we had seen in training was fully transferable into racing.

On the other courses conditions were significantly stronger, approaching **25 knots**, and many fleets were unable to continue racing.

Day Three

The final qualification day was probably their strongest overall performance.

They finished:

- **5th**
- **5th**
- **4th**
- **5th**

More importantly than the results themselves, the sailing finally became repeatable. The boat was simply faster than most of the fleet in these conditions. Even after mediocre starts they consistently recovered by finding clear wind and sailing through the fleet.

However, the same weakness continued appearing:

Starts.

Even within qualification fleets they repeatedly:

- accelerated slightly too late,
- overstood during acceleration,
- or positioned themselves too low on the line.

These are recurring problems that should already be behind us. Nevertheless, their raw speed was good enough to recover repeatedly. Looking back at the qualification series, without the two major mistakes on Day One they were absolutely capable of fighting for an overall Top 10 position.

The technical ability is there. The speed is there. The handling is there. The limiting factor remains exactly the same as throughout the season:

Once waves become bigger and pressure increases, thinking gradually switches off. Instead of racing proactively, they begin reacting emotionally, and survival mode slowly replaces tactical execution.

That mental transition—not technical ability—is currently the biggest obstacle preventing them from reaching the very top level.

2026 World Championship Report – Part II

Gold Fleet – Kaja / Kristian

After the qualification series, Kaja and Kristian entered the Gold Fleet in **13th place overall** and **2nd in the Mixed category**. Considering the level of the championship and the amount of training we complete compared to many full-time international teams, this was already an outstanding achievement and confirmed that we were genuinely competitive.

At this point there was still a realistic opportunity to finish inside the **Top 25 overall**, and even more importantly, to fight for a **Mixed medal**.

Unfortunately, this is where the regatta completely changed.

Gold Fleet – Day One

The first day of finals was actually very encouraging.

The results:

- 22
- 13
- 13

Looking only at the scores, it may not seem exceptional, but the sailing itself was much better than the numbers suggest.

The first race was compromised immediately after the start. They never actually managed to execute the planned start and had to spend the first minutes simply escaping dirty air. However, instead of panicking, they stayed patient.

The racecourse on Alpha was heavily distorted by the shoreline, with irregular oscillations and local pressure effects. They handled those conditions very well.

They consistently:

- identified the better shifts,
- chose the correct gate,
- found clear lanes,
- and gradually climbed back through the fleet.

The same pattern repeated in the following races. Even though they were never among the fastest boats that day—the wind dropped significantly around the first windward mark—they compensated with good observation and intelligent tactical decisions.

Recovering to two 13th places in Gold Fleet from poor starts is a very high-level performance and probably one of the strongest racing days they have sailed together.

At that moment they were still very much in contention for an excellent overall result.

Gold Fleet – Day Two

The second finals day was where the championship started slipping away. We were moved onto Charlie course. Conditions were completely different:

- 22–25 knots,
- significantly larger waves,
- much less shoreline distortion,
- more stable gradient breeze,
- approximately 10 m/min current.

The strategic picture was much simpler than the previous day. The left side consistently paid because of shoreline effects and current interaction. Ironically, this simplicity exposed our biggest weakness.

Starts

The starts became genuinely poor.

Instead of creating separation and using their superior speed, they repeatedly became trapped inside the fleet.

Rather than sailing fast on their own lane, they immediately entered survival mode.

Instead of committing to one side and trusting the strategy, they remained in the middle, making unnecessary maneuvers while trying to "fix" already bad situations.

The consequence was predictable:

- more tacks,
- more dirty air,
- more losses,
- less confidence.

Too Many Maneuvers

One race summarized the whole day perfectly.

During the first upwind of 3rd race they completed **seven or eight tacks** in more than 25 knots.

None of those maneuvers delivered:

- clear wind,
- better pressure,
- or a meaningful tactical gain.

Every additional maneuver simply reduced VMG. Instead of sailing fast, they were constantly trying to solve problems that had already developed after the start. Eventually they lost contact with the leading group completely.

Wave Management

The second major issue was wave handling under pressure. Technically they are more than capable of sailing these conditions. We have proven that repeatedly throughout training. However, once mistakes began accumulating, precision disappeared.

They capsized after hitting waves they normally handle comfortably. Several times they buried the bow unnecessarily. Boat handling gradually became reactive instead of controlled.

Again, this was not a technical limitation. It was the consequence of reduced concentration.

Gold Fleet – Final Day

The final day probably summarizes the entire season better than any previous event. Conditions changed once again.

The wind came from a different direction, heavily influenced by the harbor and nearby forest. Instead of frequent oscillations, there were only two or three significant shifts during each beat.

That meant one thing: Choosing the correct lane early became absolutely critical.

Unfortunately, starts remained poor. They never managed to establish clear separation from the fleet.

Instead of reaching the left layline early and sailing fast in clear air, they repeatedly stayed in the middle of the course hoping opportunities would appear.

But unlike lake racing, those opportunities simply never came. There were too few shifts. There was no free passing lane. Every minute spent in disturbed air became extremely expensive.

The Same Mistake Repeated

The biggest disappointment wasn't making mistakes. It was repeating exactly the same mistakes despite discussing them after every race.

The final race illustrates this perfectly. They finally managed to reach the left side and briefly sailed in clean air.

At that moment one of their direct Mixed competitors approached on the opposite tack. Instead of protecting the left side and forcing that boat into a difficult crossing, they immediately bore away toward the middle of the racecourse.

Within only a few minutes:

- their competitors reached the left layline,
- entered fresh pressure,
- climbed away,
- while Kaja and Kristian remained trapped in progressively weaker wind.

The difference at the first mark became enormous.

Exactly the situation we had discussed repeatedly.

Gate Roundings

Another area where many points disappeared was at the gates. Throughout the final day they almost never arrived with an inside overlap.

Instead they repeatedly approached:

- from the outside,
- with poor planning,
- surrounded by traffic.

Each gate cost:

- time,
- distance,
- and clean exits.

Instead of leaving the gate with speed and clear wind, they often spent twenty or thirty seconds simply escaping disturbed air.

At this level, that is enough to lose ten places.

The Main Problem

If I had to summarize the entire Gold Fleet in one sentence, it would be this:

The limiting factor is no longer sailing ability.

The speed is there.

The handling is there.

The tactical understanding is there.

The problem is maintaining those qualities under pressure.

As frustration increased, all of the systems we had built throughout the year gradually disappeared. Communication became weaker. Observation became poorer. Decisions became reactive. The crew stopped discussing priorities.

Instead of constantly asking:

- Where is the pressure?
- Which side are we protecting?
- What is our next objective?
- How do we approach the next gate?

they slowly started sailing as two individuals sharing one boat rather than one functioning crew. The last two races were almost identical.

The same start. The same positioning. The same move toward the middle. The same loss of pressure. The same gate mistakes.

The same finish. That repetition tells me this was not a tactical issue. It was a psychological one.

Once frustration appeared, the communication systems, decision-making process, and trust that we had developed during months of training simply stopped functioning.

Conclusions

From a coaching perspective this championship was frustrating precisely because the potential was obvious.

At one stage we were:

- **13th overall in the World Championship**
- **2nd Mixed crew**
- with a completely realistic opportunity to finish inside the Top 25 overall and fight for a championship medal in the Mixed category.

Those opportunities were not lost because of speed.

They were lost because the crew gradually stopped performing as the best version of themselves.

Going forward, I believe the biggest gains will no longer come from additional technical training.

The next step is developing mental resilience:

- managing pressure,
- resetting after mistakes,
- maintaining communication regardless of results,
- trusting the agreed systems,
- and making the same high-quality decisions in the final race as in the first.

If we can achieve that, I genuinely believe this crew already has the technical foundation to compete consistently with the best teams in the world.

2026 World Championship Report – Part III

Other Crews – Qualification & Final Series

Nela & Ema

Considering they had only **two days of sailing together** before the championship, I was honestly very positively surprised by their overall performance.

The objective for this crew was never to fight for the front of the fleet. Instead, it was to gain experience, build communication, and see how quickly they could adapt under pressure.

They achieved all of those goals.

During qualification they consistently finished around the middle of the Silver Fleet rankings, which, considering their preparation, was a very respectable result.

It is also worth mentioning that in the final Gold Fleet there were only a handful of female crews, making their qualification even more valuable from a development perspective.

Technically, they were already sailing on a surprisingly good level.

Ema continues to have an excellent natural feel for the boat, while Nela trims extremely well, particularly in stronger breeze where she unloads the jib at exactly the right moment before the gust arrives.

Even though they are relatively light compared to many other crews, they managed to stay competitive in speed throughout most of the championship.

Their biggest limitation was naturally synchronization.

Many maneuvers were simply too new for them to execute automatically. Decisions often had to be improvised because they hadn't yet developed common communication systems or routine reactions.

Still, there were very few major mistakes.

Whenever something went wrong, they generally recovered quickly and continued racing without allowing frustration to take over.

Final Series

Unfortunately I couldn't spend nearly as much time coaching them during the finals, as my focus was primarily on Kaja and Kristian in Gold Fleet. Nevertheless, several clear conclusions emerged.

Their speed remained good enough to compete within the Silver Fleet. There were races where they rounded the first mark around **5th–7th place**, proving that they could already position themselves well during the first beat.

The problems appeared later. The biggest weakness was downwind observation. They frequently failed to identify new pressure coming from behind and instead focused only on the boats directly ahead.

As a result they often sailed themselves out of the best pressure and only realized the mistake once the gust had already passed them.

Another recurring issue was gate management. Very rarely did they arrive with an inside overlap. Instead, they repeatedly entered gate roundings from the outside, becoming trapped in traffic and losing several positions every lap.

These are largely structural problems rather than technical ones. The crew simply hasn't spent enough hours together to develop automatic communication and planning during high-pressure situations.

Considering the preparation time, however, I believe the championship was genuinely successful. There is obvious potential in this combination if they continue training together.

Ondřej & Matyáš

This championship was disappointing because it didn't reflect their actual potential. The day before racing we went sailing in **25–27 knots** simply to confirm the new rig settings and refresh handling after Kiel.

They looked genuinely good. The boat was fast. Handling was under control. Everything suggested they were ready for the event.

Unfortunately, once racing started, none of that translated consistently onto the racecourse.

Qualification Series

Their biggest problem was once again the start. Instead of creating separation and allowing themselves to accelerate freely, they repeatedly positioned themselves in extremely crowded situations.

As a result, they were immediately forced into recovery mode. Instead of sailing one clear strategy, they spent the first minutes trying to escape traffic.

That inevitably led to:

- additional tacks,
- unnecessary maneuvers,
- dirty air,
- and poor positioning relative to the fleet.

Another major setback came from equipment failure. The tack-line block broke during the championship, making the gennaker effectively slower rather than faster for two races. Those races were essentially lost before they had any opportunity to recover.

Even without that failure, however, the racing wasn't good enough. They never fully committed to a clear tactical plan. Rather than sailing with separation and trusting the strategy, they repeatedly became involved in unnecessary battles during the first beat.

By the time they escaped those situations, the leading group had already established a significant advantage.

Final Series

The finals consisted of only four races, so there wasn't much opportunity to change the overall picture. Their scores themselves don't tell the whole story.

What I believe happened—and what fits the pattern we've seen throughout the season—is that they continued making exactly the same strategic mistake.

Instead of creating simple races for themselves by starting with separation and sailing confidently toward the preferred side, they repeatedly accepted difficult situations after the start and then attempted to solve them with additional maneuvers.

That approach simply doesn't work in strong fleets. Every unnecessary tack in 20–25 knots costs distance. Every hesitation costs clean air. Every poorly planned gate costs multiple positions. Technically, I no longer think speed is their limiting factor.

Boat handling has improved enormously over the last months. The next step is entirely mental. They need to become calmer, more patient, and far more disciplined in following their race plan instead of reacting impulsively to what nearby boats are doing.

Lara & Klára

This championship simply confirmed what we have already known for several months. At this stage of their development, they **should not be focusing on racing—they should be focusing on training**.

This is not because they lack motivation or intelligence. In fact, quite the opposite.

They often understand race situations surprisingly well. The problem is that they simply do not yet have the technical platform required to execute those ideas.

Boat handling still consumes almost all of their available attention.

While the other crews are thinking about:

- wind pressure,
- fleet positioning,
- strategy,
- laylines,
- communication,

Lara and Klára are still primarily thinking about:

- keeping the boat flat,
- maintaining VMG,

- completing maneuvers,
- avoiding capsizes.

That difference is enormous. Without automatic technical execution, there is simply no mental capacity left for high-level racing.

Throughout the championship they actually avoided many major mistakes. They rarely capsized. They sailed conservatively.

From a survival perspective that was the correct decision.

Unfortunately, surviving is not enough to race competitively. They lacked straight-line speed, acceleration, and confidence in maneuvers.

Even when they rounded the first mark in promising positions—as happened several times during the finals—they simply couldn't maintain those positions throughout the race.

Each maneuver cost distance. Each gust exposed technical limitations. Each transition gradually moved them backward through the fleet.

The final results therefore don't surprise me. More importantly, they don't actually tell us much that we didn't already know.

The conclusion remains exactly the same as after Kieler Woche and whole season so far.

Development Philosophy

I still strongly believe Lara and Klára should spend significantly more time in focused training rather than racing. Every regatta currently reinforces the same technical weaknesses instead of creating meaningful tactical learning.

Until boat handling, maneuver execution and straight-line speed become automatic, racing against large international fleets provides relatively little additional value.

The priority now should be:

- increasing sailing hours,
- improving physical preparation,
- building automatic boat handling,
- and only then gradually increasing racing exposure.

Once the boat no longer requires constant conscious attention, their existing tactical understanding will finally have room to develop. At that point, I believe they will improve very quickly.

Right now, however, racing is asking them to solve problems they are not yet technically prepared to solve.

Overall Evaluation & Conclusions

Looking at the championship as a whole, I don't think the final results accurately reflect the actual level of our team. None of the crews sailed to their full potential.

Not because they lacked speed or technical ability, but because the same systematic weaknesses repeatedly prevented them from converting good performances into consistent results.

Throughout the championship I saw enough evidence to confidently say that the technical work we have done over the past year has paid off.

Boat speed is no longer the primary issue. For the first time, we have multiple crews capable of matching international fleets in straight-line speed under the right conditions.

What now separates us from the front of the fleet is almost entirely race execution.

The Biggest Theme – Racing Under Pressure and Planning ahead

The biggest lesson from the championship is that our performance deteriorates significantly once pressure and adrenaline starts to build.

It doesn't necessarily happen after a bad race. It usually starts after a small mistake. Instead of treating mistakes as isolated events, they gradually affect concentration.

Communication becomes less structured. Observation decreases. Decision-making becomes reactive instead of proactive.

Eventually crews stop racing according to a clear system and begin simply reacting to whatever happens around them.

That pattern appeared repeatedly across almost every crew. The technical skills remained. The thinking disappeared.

For me, this is now the single biggest area limiting our performance.

Starts

Starts continue to be our weakest element. Interestingly, it is no longer because of acceleration.

Acceleration has improved enormously throughout the season. The problem is everything surrounding it.

We still struggle with:

- positioning before the start still,
- committing to one clear strategy,
- creating separation,
- protecting our own lane,
- and trusting the initial plan instead of reacting to neighboring boats.

Too often we allow ourselves to become trapped in situations that require immediate recovery.

By the time we finally reach clear wind, the leading group is already sailing the race we originally intended to sail.

Planning the approach and next leg

Another recurring issue is planning ahead. The best international teams rarely appear surprised.

Before every maneuver they already know:

- which mark they want,
- how they will approach it,
- which side they will exit,
- where the next pressure should arrive,
- and what they will do if something changes.

Our crews still spend too much time solving problems after they happen.

Instead of preventing difficult situations, we often react only once we are already inside them.

That costs enormous amounts of distance.

Observation

Observation has improved considerably throughout the season but is still not consistent enough.

This championship highlighted two different types of observation. The first is simply noticing changes.

The second—and much more important—is understanding what those changes will mean two or three minutes later. The strongest teams are rarely reacting to what is happening now.

They are already sailing toward what will happen next. We are still too often reacting after the opportunity has already passed.

This was especially visible:

- on downwind legs,
 - during gate approaches,
 - and when selecting which pressure line to follow.
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Communication

Communication remains another major development area.

During our best races communication is clear, structured and purposeful.

As pressure increases, however, it gradually disappears.

Instead of constantly updating priorities, discussing observations and confirming decisions, crews begin working independently.

Once that happens, important information simply never reaches the other sailor.

By the end of difficult races many boats were effectively functioning as two individuals instead of one crew.

That cannot happen at this level.

Communication must become automatic regardless of pressure or current race position.

Where We Have Improved

Despite the disappointment surrounding the final results, there are many positives to take away.

Compared with one year ago:

- Boat handling in strong wind has improved dramatically.
- Speed testing now regularly places our leading crews among the fastest boats in training.
- Sail trim is becoming increasingly repeatable.
- VMG awareness has improved significantly.
- Younger crews are developing much faster than expected.
- Recovery after individual mistakes is better than it was last season.
- Technical preparation before major events is becoming much more systematic.

These improvements are real.

The challenge now is bringing them into racing consistently.

Priorities Going Forward

Looking ahead, our priorities are very clear.

1. Starts

Pure positioning.
Creating separation.
Protecting lanes.
Committing to the race plan.

2. Mental Performance

I now believe this has become our biggest performance limiter.

The crews need tools and mechanisms to:

- manage pressure,
- reset after mistakes,
- avoid frustration spirals,
- maintain communication,
- and continue trusting established systems regardless of temporary setbacks.

Several crews would benefit greatly from structured work with a sports psychologist.

Not because there is something "wrong" with them, but because the margins at this level are increasingly psychological rather than technical. Even random crashes or fuckups can throw way of thinking out of its rhythm.

3. Observation & Decision Making

Observation must become more proactive. Instead of reacting to changes, we need to anticipate them.

This applies particularly to:

- pressure lines,
 - downwind strategy,
 - gate planning,
 - and positioning before major tactical decisions.
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4. Race Planning

Every maneuver should already be planned before reaching it. Every mark rounding should have a clear objective.

Every tactical decision should fit within an overall race strategy rather than solving only the immediate situation.

5. Maintaining Technical Standards

Although technique is no longer our biggest weakness, it still needs continuous refinement.

The goal is to make every technical element completely automatic so that even under maximum pressure there is still enough mental capacity available for tactical decision-making.

Final Summary

Although the World Championship did not deliver the results we were hoping for, I leave the event with mixed feelings rather than disappointment.

The championship confirmed something important:

Our leading crews now possess the technical ability and boat speed required to compete internationally.

The gap to the world's best is no longer primarily physical or technical.

It is systematic. It lies in execution. In consistency. In communication. In maintaining high-quality decision-making under pressure.

Those are considerably harder problems to solve than lacking speed or boat handling.

For Kaja and Kristian especially, this championship showed both extremes.

They demonstrated that they are capable of sailing with the best crews in the world, leading races and consistently rounding marks inside the top five.

At the same time, it exposed that maintaining this level over an entire championship still requires significant work in mental resilience, communication and tactical discipline.

The same principle applies to the entire team. Every crew showed moments of genuine quality. None managed to sustain them for an entire regatta or even entire races.

That is now the objective for the future of program—not becoming faster, but becoming **more repeatable, more composed and more systematic.**

If we can achieve that, I am convinced the current group veterans has the potential to take another significant step forward over the coming seasons.

For the rest its still, focus on making strong foundations and gradually improving race craft.

Regards, sorry for amount of text but I deem it necessary analysis after what happened.

Marceli Mierzicki

