

Pravidelná měsíční zpráva za únor 2025

Sportovní centrum mládeže

Lodní třída: 29er

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V únoru oba týmy SCM A i SCM B pokračovaly v zimní přípravě ve španělské Valencii. Oba týmy se zúčastnily závodu serie EuroCup Comunitat Valencia Olympic week. Tým SCM A trénoval a závodil pod vedením polského trenéra Marcelli Mierzwickeho, tým SCM B nejprve trénoval pod vedením polského trenéra Kajetána Jablonskeho, v závodě posádky pracovaly pod vedením Adama Otta.

Valencia SCM A - Marcelli Mierzwicki

The training camp began with the regatta, showing promise but quickly becoming challenging for the fleet. Kaja and Petr started strong, but their performance declined as the event progressed. Mistakes became more frequent, and they struggled more with each race, especially at the start line, many times being too low, or being caught late with acceleration, or accelerating too low. Related issue was static control of the boat, their space management left them no means to defend nor attack, and other boats used that separation to gain more speed and kill them after starts. Their downwind sailing was also particularly weak, often looking uncertain and unable to find a good rhythm. I think this decline was mainly due to communication issues and a lack of trust in decision-making within the crew with races being worse and worse. Other factor could be mental pressure, when regatta was results were getting out of expectation their clear thinking was gone. But on the bright side this regatta diagnosed that they are still really fast and smart on upwinds, when they are in comfortable tactical situations. Things we need to improve fast are starts, and close speed tests with moding in noncomfort zone, downwind speed, tactical scenarios preparation, and more self trimming and mode choosing.

The rest of the group also faced difficulties but their problems were of a different nature. Starts were 90-95% poor and inconsistent, making it hard to follow a solid race strategy. 2 Young crews (Girls and Lara with Kristian) they made their starts hard on themselves because they were often way too low on the line and starting to accelerate to late relative, (depending on the case) either to the line, or time, or other people, or to the space they had, this decision on when to start accelerating was always bad one in some sense. Girls also seemed quite afraid, to push higher to the line, because they didnt know their distance, thats why every single race they were unable to follow with their strategy and forced to go to right corner. With Lara and Kristian progress was visible race by race but and the end their limitation was not acceleration itself, but rather speed test in close contact, with many times non adequate angles, or jib eased of 10 cm of normal position, that was the case on both of them, we need to improve this angle feeling ASAP, because many times after tack helms lost track of angle and beared away additional 50 degrees, with no reaction on the sails, that is why it felt unsailable. and we need to put more effort to quick

double checking and troubleshooting, because that jib was one of many cases, many times controls were not adjusted correctly if at all, and on the 40 min race that is a huge loss. and we desperately need to practice more speed test.

Exception here was Adam, sailing with Eliska. While their qualifying races were inconsistent and unpredictable, they improved steadily. Their decision-making became sharper, and they paid closer attention to race details, giving better feedback after each race. However, their starts remained a weakness, often putting them in a bad position due to unfavorable wind shifts right after the start. Still races are not repeatable enough, because of bad positioning or speed, or compass work. Despite this, they finished on a high note, winning the final race in the silver fleet, that race was really sailed well with all those things fixed, but that was one of 12 races with a lot of mistakes so there is still a lot to improve.

Overall, the regatta unveiled the critical need for more consistent starts and refined tactical decision-making. While some progress was evident, the fleet as a whole faced considerable difficulties in adapting to the challenging conditions and high performance fleet.

In the days that followed we did about 60 starts with the polish team with some races and few speed tests, and now the fight is visible especially Lara and Kristian did a lot of improvement and became the most aggressive boat onto the starts, many times they cannot follow up to this with their speed and angle control or tactics after the starts but, they are very much visible to be in control of the situation on the start. and thats a good learning position. Girls are still experimenting with the distance to the line, they still couldn't figure it out to be repetitive, but still they are doing some progress, their speed looks better but other aspects like positioning and moding and shifts reaction need more refinement. Kaja and Petr had some more frustration moments, and their starts are still 50/50 mainly due to poor positioning, they are never first to catch a shift nor first to be able to go clear wind, they tend to stay too close to the middle and as a result, when starts is good they are conservatively in front but not in the lead, and if its bad it often downhill ride from that moment. but they seemed to unlock downwind speed, now the question if the same would be in a race.

Moving forward, targeted improvements in starts decision making and their timing , strategic adaptability, speed and race consistency will be essential for achieving more stable and competitive performances in the rest of the season.

Pozdrawiam.

Marceli Mierzwicki

Valencia SCM B – Kajetan Jablonski

This time we had a perfect weather conditions so we sailed everyday in conditions that all of the teams could handle without capsizing all the time.

- 6.02 - line ups - speed and boat handling - short warm up training after unpacking
- 7.02 - line ups, figure of 8's, some tacks - strongest wind day
- 8.02 - line ups, speed and boat handling, a lot of tacks and gybes
- 9.02 - line ups, tacks and gybes + some starts to see how it looks
- 10.02 - almost all day starts and races with some POL teams on similar low level

They conditions were quite similar all camp and similar to those which were on the regatta so we were moving forward quite fast.

Some people make significant progress through these days and some not really.

Cristina fixed a lot on her upwind and tacks - and they were looking really good overall at the end of the camp.

Matias and Ondrej learn very fast - but they need more organised training to get better, but they listen what I say and do it quite fast - they do not have bad habits.

Adam is very knowledge-resistant - he is stuck on the same level as last year and I do not see a lot of progress - there is some but mistakes that he makes sometimes are just too bad for a person who sails so long.

Adam's crew was doing very good job she was very hard-working and just sailing very well on the crew I think she is the most experienced crew here

Wanda and Dorka - they are super beginners I thinks - Wanda needed to fix a lot of things in her boat for it to work and it took us 2-3 days, they have very good conditions but they need to focus more and train

Elisa and her crew were sailing together for the first time, the helm was doing a good job but the crew was either a super begginer or she just had such bad habits that it was hard to teach her something. A lot of work to do for them.

SCM B – Eurocup – Adam Ott

Monika Křenková a Kristýna Křenková: Monika s Kristýnou jsou velmi sešvané a obzvláště ve slabém větru se jim daří. Během závodu ve Valencii udělaly největší pokrok zejména na startech, kde si dokázaly sebevědomě budovat a držet pozici. Díky vyrovnaným výsledkům se mezi českými posádkami umístily na 3. místě a nejlépe z SCM B.

Ondřej Šercl a Matyáš Roček: Tato nově sestavená posádka mile překvapila. Ondřej má za sebou na 29eru pouze Eurocup na Balatonu, zatímco Matyáš zde závodil poprvé na nové LT. Ocenit lze zejména manévry na startech a starty celkově. Nevyrovnané výsledky korespondují s nezkušeností obou závodníků. Ve stříbrné skupině dokázali 2x zajet výsledek kolem dvacítky a 2x kolem třicítky.

Eliška Stibůrková a Berta Rathousová: Pro daný závod složená posádka předvedla solidní a vyrovnaný výkon. Ve dvou z finálových rozjížděk dokončily v top 20. Jejich silnou stránkou byly pozorovací schopnosti, strategie a VMG na stoupačku.

Vanda Navrátilová a Dorota Drončovská: Dorota se poprvé zúčastnila závodů na 29eru. V druhé finálové rozjíždce bohužel jejich závod ukončila nešťastná kolize a zranění. Obě závodnice prokázaly týmovost a dle jejich vlastních slov: “ten správný mind-set”. Jako začínající posádka se nenechaly rozhodit některými neúspěšnými pokusy, sbíraly zkušenosti a dokázaly se poučit z vlastních chyb. S každou další rozjíždkou se jejich celkový výkon viditelně zlepšoval.

Všechny posádky se dokázaly zlepšit na startech, nicméně krátce po startu často na flotilu ztrácely. Kosatníci mohou výrazně zlepšit svůj výkon při vytahování a stahování genakru. Nedostatek síly a tedy potřeba tahat genakr obouručně posádky pravidelně stálo jednotky pozic. Tyto manévry a jejich načasování jsou také příležitostí k posunutí výkonů.