

RACE ANALYSIS REPORT

2026 Newport Regatta Day 1 - Etchells

CLASS	DATE	RACES
Etchells	7/10/2026	2

POWERED BY SAILSYNC.AI



SCAN FOR RACE REPLAY AND AI FEEDBACK



Upwind VMG Trends: First upwind legs paid going left off the line, but on the next upwind the right side finished faster. Shifts flipped between legs, so watch the shifts and be ready to switch sides each upwind.

Start-Line Positioning: The overall winners in both races crossed near the middle of the line with a small late time and neutral bias. Boats that pin-biased too much or lagged far behind lost early pressure.

Consistency vs. Comeback: USA 1504 led from the first leg in Race 1 and held on. In Race 2 they didn't win the first upwind but kept steady VMG and low gybe counts to overtake on the second upwind.

Heel & Maneuvers: Top boats held a steady heel around ten degrees on upwinds and limited downwind gybes. Boats with high maneuver counts or erratic heel showed lower speeds.

FLO'S COACHING INSIGHTS

BOAT	STRENGTH	WEAKNESS
USA 1504	Held strong VMG on both upwinds with smooth heel control.	Slight drop in VMG on the second upwind compared to first leg leaders.
USA 1111	Maintained high boat speed on downwinds with clean gybes.	Lost time off the line with a late start and pin bias.
USA 1428	Fast on the second upwind by picking the right side shift.	Too many downwind maneuvers cost time in chop.
USA 1060	Started near the boat end giving early lift upwind.	Underperformed VMG on second upwind and fell off pace.
USA 1397	Solid heel control and good VMG on first upwind.	High tack count on downwind slowed overall boat speed.
USA 1221	Stayed in phase on first upwind shifts and gained early ground.	Struggled to hold VMG on the second upwind and lost places.
USA 1105	Consistent mid-line starts with neutral bias.	Less aggressive on shifts, missed early pressure on upwind legs.
USA 744	Balanced heel and pitch helped steady speed downwind.	Low upwind VMG and high maneuver count cost time.
USA 1045	Good speed spikes (max SOG) in light lift areas.	Late and pin-biased start put it on the back foot early.
USA 1220	Fast second-upwind pick when shifts favored left.	Very pin-biased start and large late time slowed progress.
USA 959	Held solid VMG on first upwind with few tacks.	Dropped heel control in the second upwind and lost speed.
USA 1398	Right-side first upwind paid off with high mark VMG.	Inconsistent starts and poor second-upwind VMG cost overall.

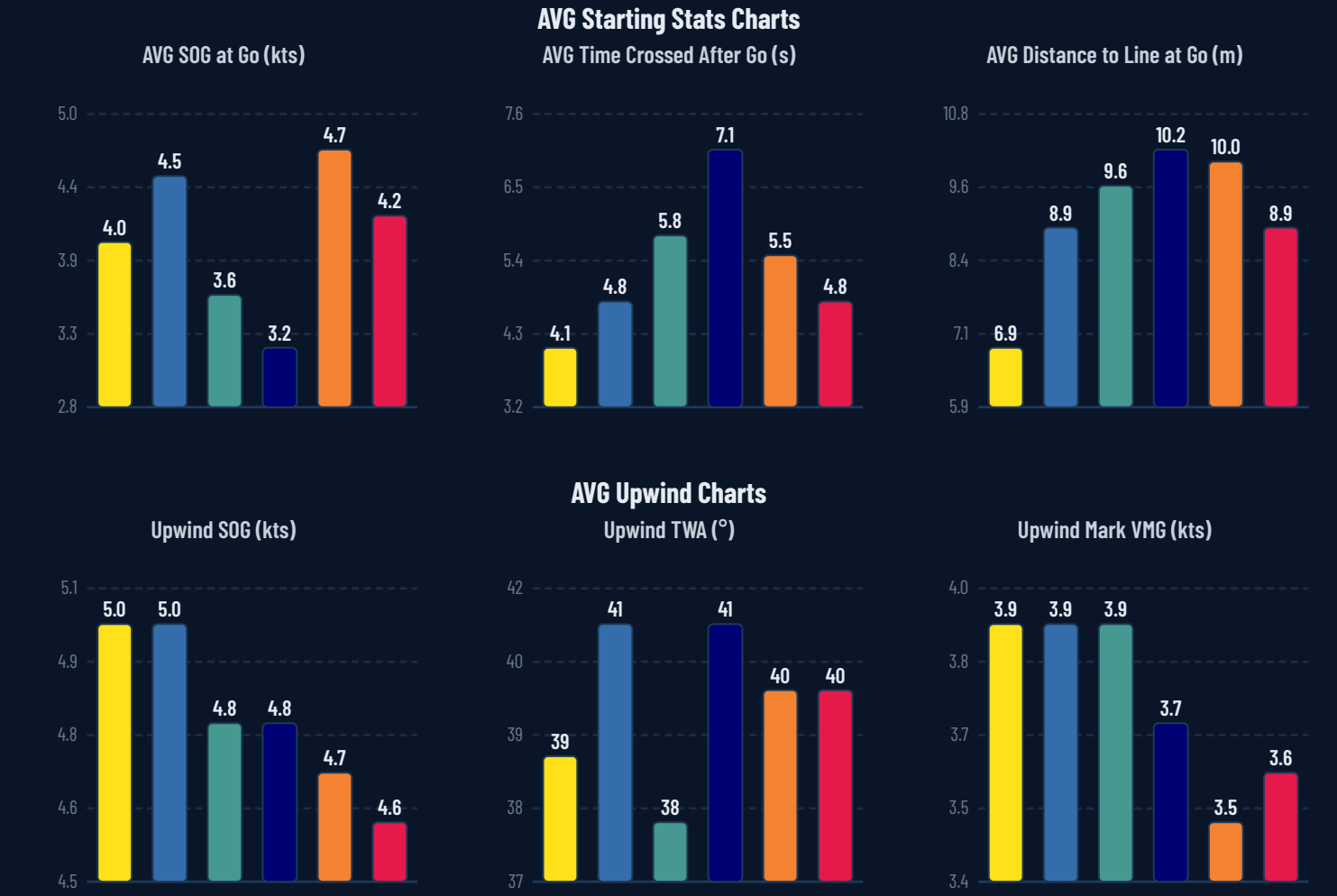
RESULTS

#	BOAT	R2	R3	TOTAL
1	 USA 1428	3	1	4
2	 USA 1504	1	3	4
3	 USA 1060	4	2	6



4		USA 1111	2	6	8
5		USA 1105	6	4	10
6		USA 1397	5	5	10
7		USA 1220	7	8	15
8		USA 959	9	7	16
9		USA 1045	8	10	18
10		USA 744	11	9	20
11		USA 1221	10	12	22
12		USA 1398	12	11	23

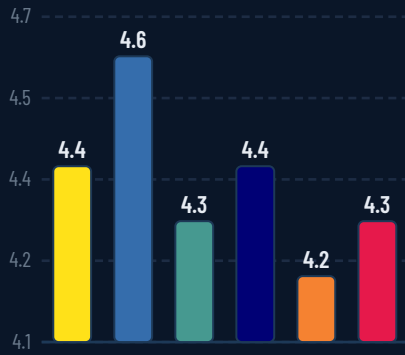
OVERALL PERFORMANCE CHARTS



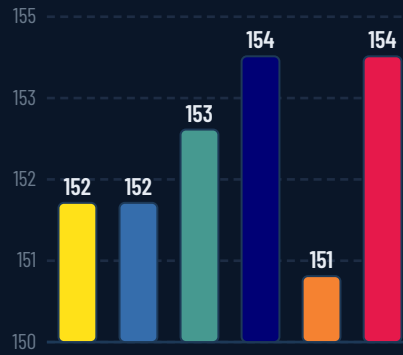


AVG Downwind Charts

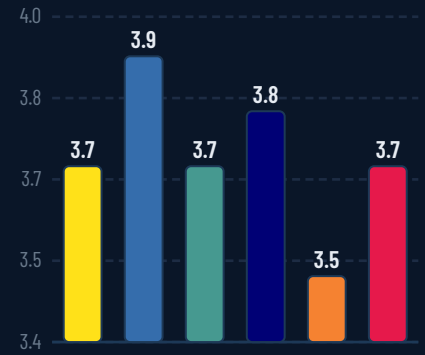
Downwind SOG (kts)



Downwind TWA (°)



Downwind Mark VMG (kts)



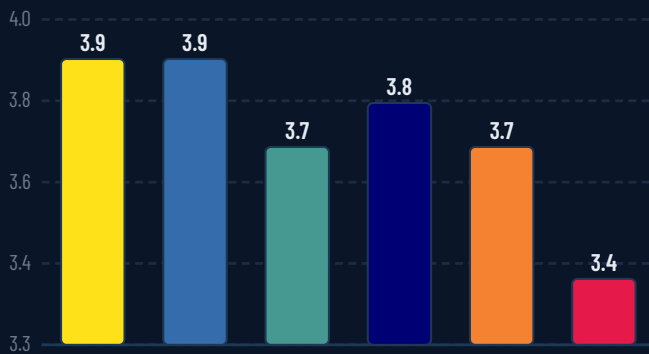
USA 1428 USA 1504 USA 1060 USA 1111 USA 1105 USA 1397

Performance metrics (SOG, VMG, TWA): upwind uses straight-line segments (maneuvers and leg ends excluded); downwind is averaged over the full leg (non-reaching class).

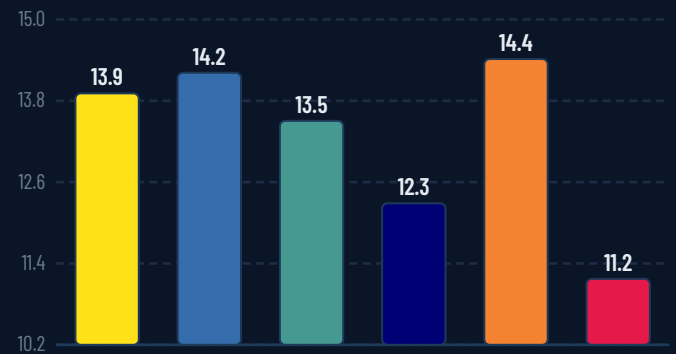
UPWIND MANEUVER ANALYSIS

Upwind Maneuver Charts

AVG VMG $\pm 5s$ (kts)



AVG VMG Loss (m)



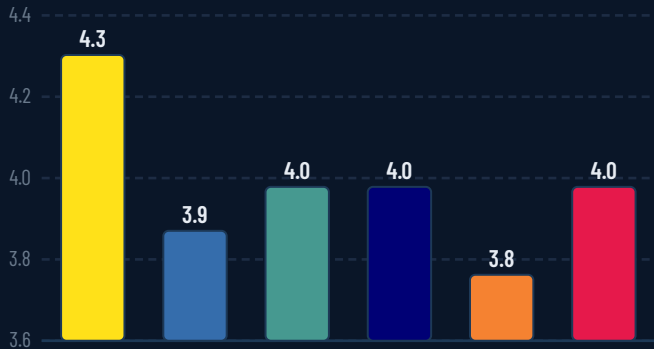
USA 1428 USA 1504 USA 1060 USA 1111 USA 1105 USA 1397



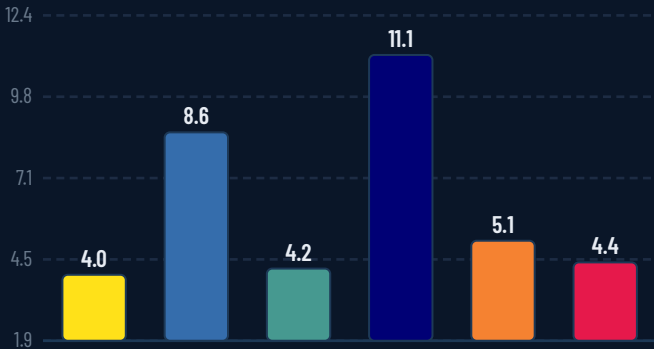
DOWNWIND MANEUVER ANALYSIS

Downwind Maneuver Charts

AVG VMG $\pm$ 5s (kts)



AVG VMG Loss (m)



USA 1428 USA 1504 USA 1060 USA 1111 USA 1105 USA 1397



02

RACE TWO

• START 10:57:01

FLO'S RACE INSIGHTS

Race Leadership: USA 1504 led from the first upwind leg and never looked back, turning an early left-side advantage into the overall win.

Upwind Side Choices: Shifts flipped on the second upwind—USA 1428 went right and posted the quickest time there, while USA 1504 stayed left and only lost a few seconds, showing how reading shifts and sticking to a chosen side both paid.

Start-Line Position: Boats that crossed near the middle with just a slight late time (like USA 1504) gained early lift. Pin-biased or heavily boat-end starts cost others time.

Heel & Gybe Control: The leaders held about ten degrees of heel on upwinds and kept downwind gybe counts low. Boats with wilder heel swings or extra turns slipped in boat speed.

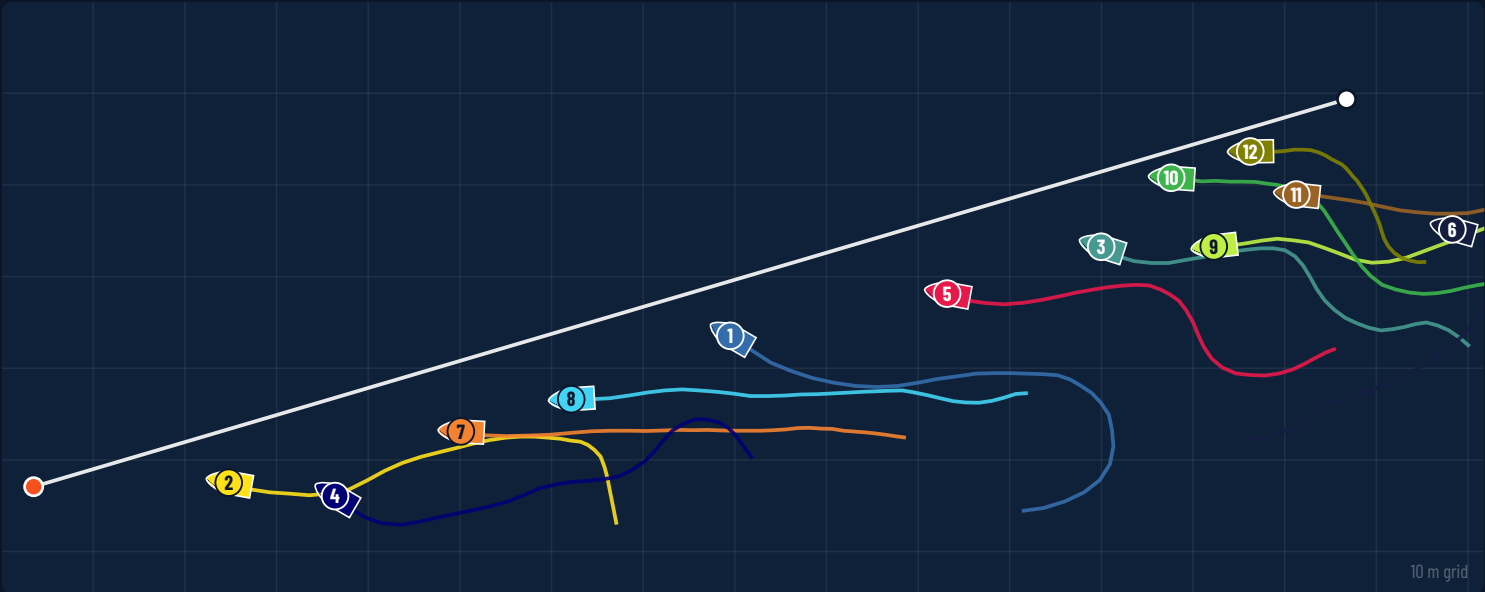
RACE 2 — FULL RACE SUMMARY

RANK	BOAT	DISTANCE	TIME	UPWIND SOG	UPWIND VMG	DOWNWIND SOG	DOWNWIND VMG	MAN.
1.	 USA 1504	5927.9m	00:38:04	5.4kts	4.2kts	4.8kts	4.1kts	19
2.	 USA 1111	-176.6m	+00:01:00	5.1kts	4.1kts	4.6kts	4.1kts	13
3.	 USA 1428	-16.9m	+00:01:07	5.3kts	4.2kts	4.6kts	3.9kts	32
4.	 USA 1060	-127.9m	+00:02:14	5.0kts	4.1kts	4.5kts	3.9kts	17
5.	 USA 1397	-48.2m	+00:03:23	5.0kts	4.0kts	4.4kts	3.7kts	34
6.	 USA 1105	+214.9m	+00:05:18	5.1kts	3.8kts	4.3kts	3.6kts	24
7.	 USA 1220	+73.8m	+00:07:03	4.5kts	3.7kts	4.2kts	3.4kts	18
8.	 USA 1045	+45.5m	+00:08:05	4.5kts	3.5kts	4.0kts	3.4kts	25
9.	 USA 959	+278.4m	+00:08:06	4.7kts	3.5kts	4.1kts	3.5kts	27
10.	 USA 1221	+433.3m	+00:09:07	4.6kts	3.2kts	4.2kts	3.5kts	30
11.	 USA 744	+330.5m	+00:09:09	4.8kts	3.4kts	3.9kts	3.3kts	40
12.	 USA 1398	+350.7m	+00:09:13	4.7kts	3.5kts	4.0kts	3.4kts	19

Performance metrics (SOG, VMG, TWA): upwind uses straight-line segments (maneuvers and leg ends excluded); downwind is averaged over the full leg (non-reaching class).



RACE 2 – START REPORT



 10 m grid — map scale reference

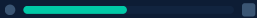
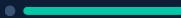
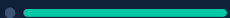
 Boat numbers = **Mark 1 rounding order** — match the Leg 1 Rank column below

FAVORED END
Boat (42.2m)

LINE LENGTH
149.2m

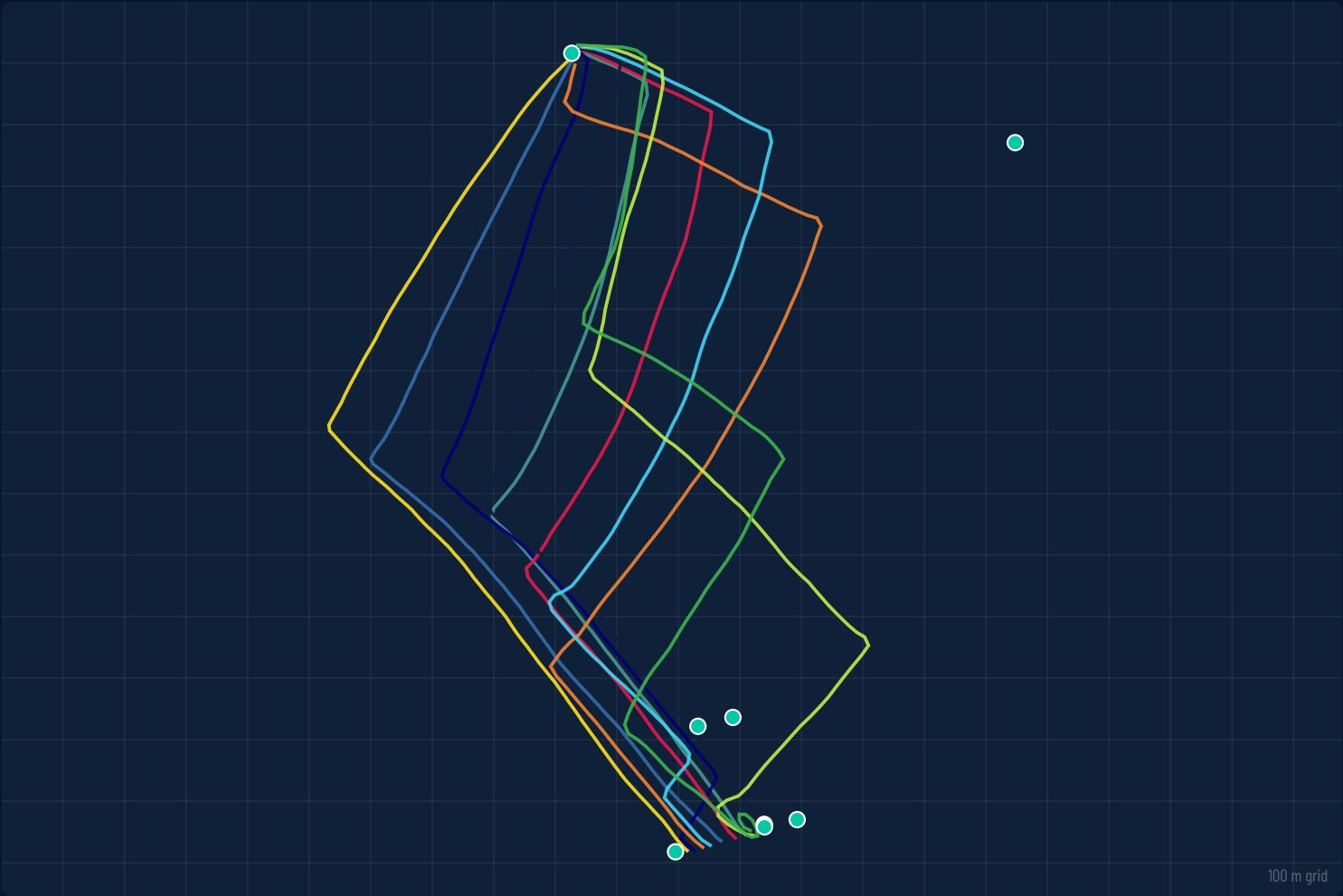
WIND
335.0°

COMM TO M1
321.0°

LEG 1 RANK	BOAT		DIST TO LINE	SOG AT GO	START DELAY	POSITION ON LINE	TACK AT GO
1.		USA 1504	6.4m	5.2kts	2.8s		starboard
2.		USA 1428	6.2m	4.5kts	3.0s		starboard
3.		USA 1060	8.7m	3.9kts	4.8s		starboard
4.		USA 1111	11.4m	3.8kts	6.0s		starboard
5.		USA 1397	8.9m	4.2kts	4.8s		starboard
6.		USA 1220	23.3m	2.0kts	16.5s		starboard
7.		USA 1105	8.2m	5.0kts	4.0s		starboard
8.		USA 959	8.3m	4.1kts	5.0s		starboard
9.		USA 1045	12.5m	3.5kts	12.0s		starboard
10.		USA 1398	3.1m	3.2kts	2.8s		starboard
11.		USA 744	9.3m	3.8kts	8.8s		starboard
12.		USA 1221	2.8m	2.5kts	3.0s		starboard



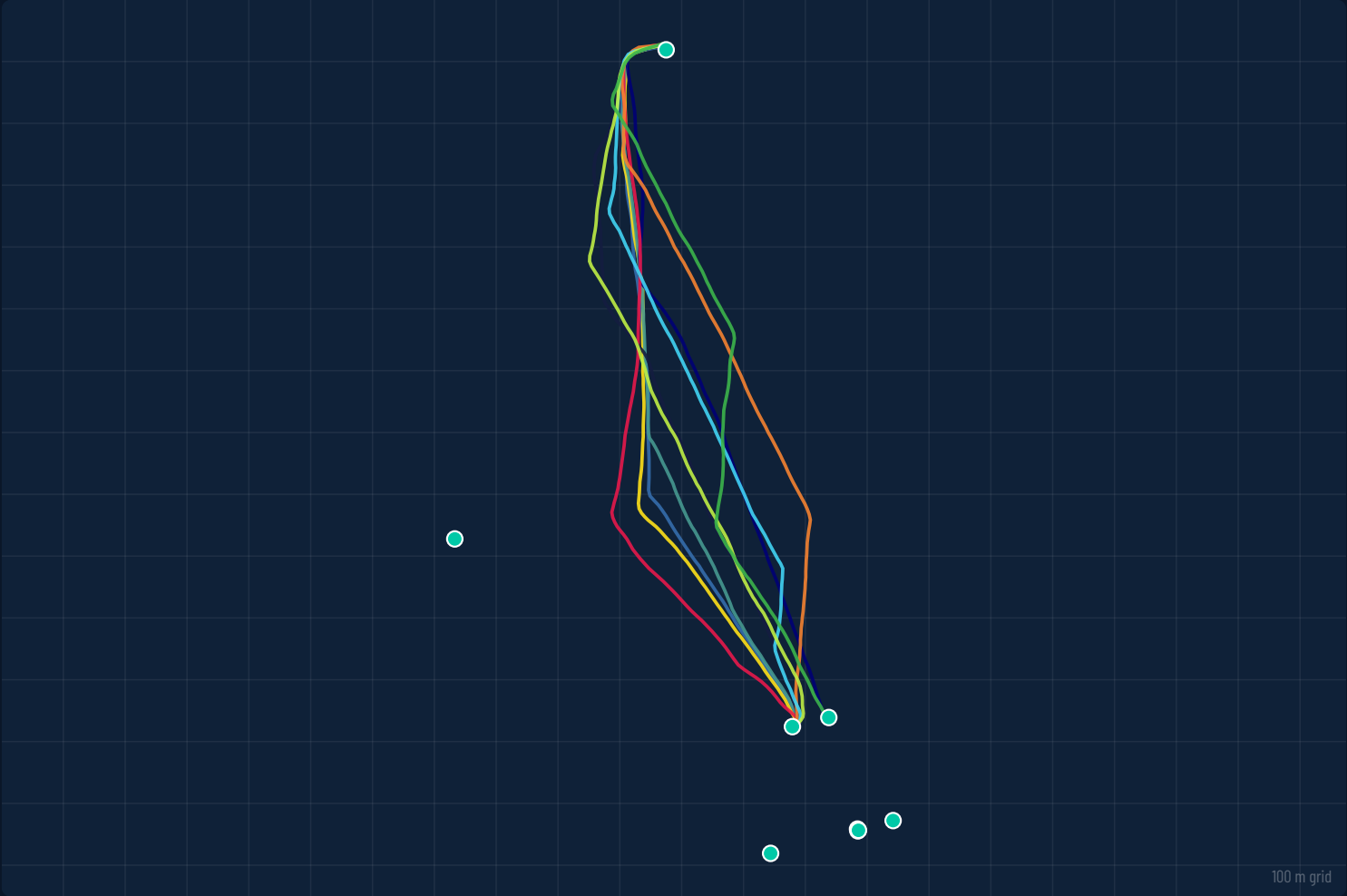
RACE 2 – LEG 1 (UPWIND)



LEG RANK		BOAT	TIME	DISTANCE	SOG	AVG TWA	MARK VMG	SIDE	MAN.
1.		USA 1504	00:09:35	1585.5m	5.4kts	36.1°	4.4kts	left	2
2.		USA 1428	+00:00:16	1629.4m	5.4kts	37.7°	4.3kts	left	1
3.		USA 1060	+00:00:33	1555.5m	5.0kts	32.4°	4.3kts	left	2
4.		USA 1111	+00:00:46	1566.8m	5.0kts	32.5°	4.2kts	left	4
5.		USA 1397	+00:00:58	1616.5m	5.0kts	34.2°	4.1kts	left	2
6.		USA 1220	+00:01:29	1552.6m	4.6kts	32.2°	3.9kts	left	2
7.		USA 1105	+00:01:59	1785.7m	5.0kts	42.4°	3.7kts	left	4
8.		USA 959	+00:02:22	1750.9m	4.8kts	39.6°	3.6kts	left	4
9.		USA 1045	+00:02:40	1749.3m	4.6kts	40.3°	3.5kts	middle	4
10.		USA 1398	+00:03:25	1862.9m	4.8kts	41.5°	3.5kts	middle	6
11.		USA 744	+00:03:43	1880.5m	4.7kts	45.3°	3.3kts	middle	6
12.		USA 1221	+00:04:24	1963.0m	4.5kts	49.0°	3.0kts	right	6



RACE 2 – LEG 2 (DOWNWIND)

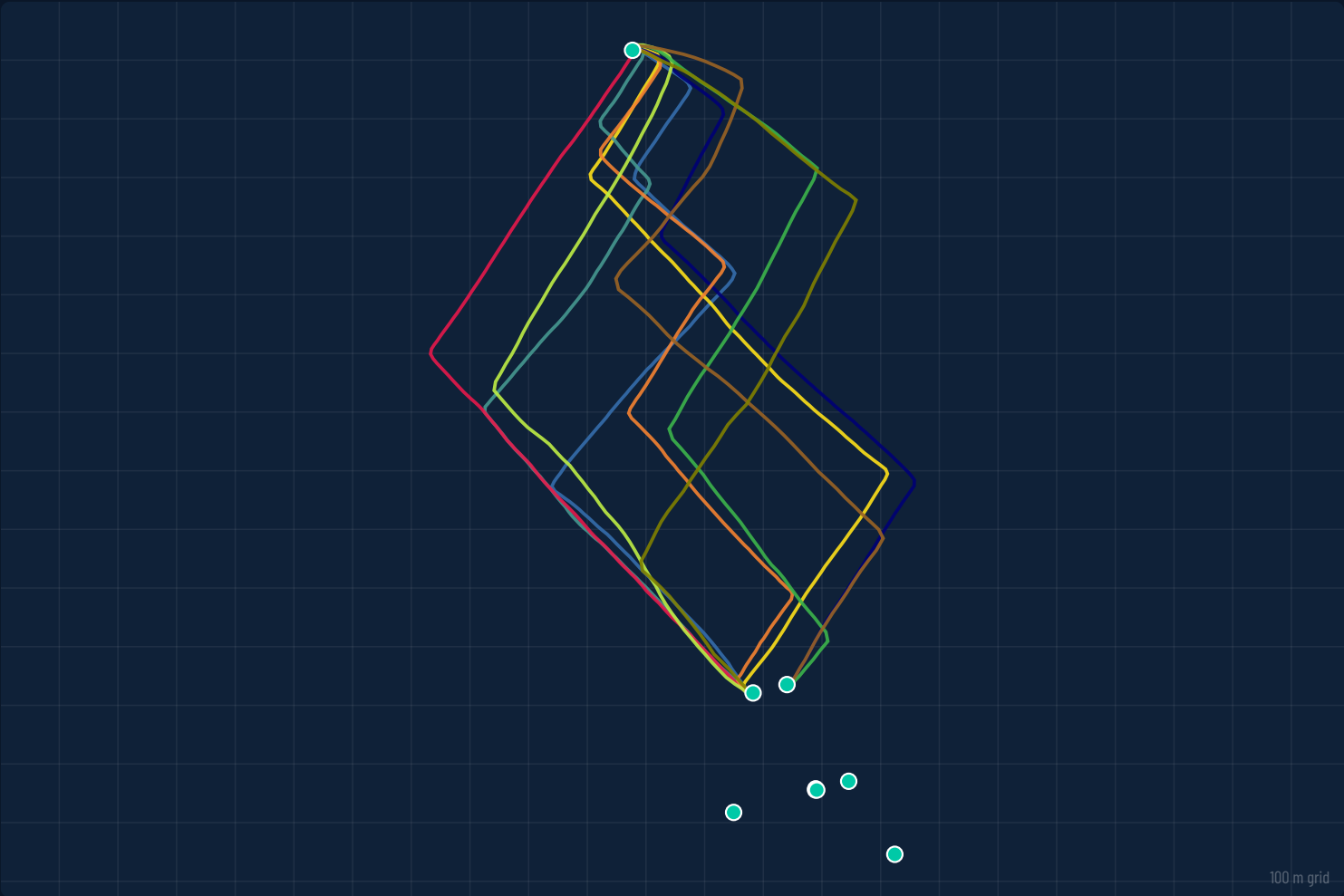


LEG RANK		BOAT	TIME	DISTANCE	SOG	AVG TWA	MARK VMG	SIDE	MAN.
1.		USA 1504	00:07:49	1224.0m	5.1kts	160.6°	4.6kts	right	11
2.		USA 1111	+00:00:07	1200.5m	4.9kts	159.8°	4.6kts	right	3
3.		USA 1060	+00:00:08	1210.7m	4.9kts	162.2°	4.5kts	right	8
4.		USA 1428	+00:00:30	1253.0m	4.9kts	159.1°	4.3kts	right	24
5.		USA 1397	+00:00:51	1279.3m	4.8kts	159.0°	4.2kts	right	8
6.		USA 959	+00:00:58	1225.1m	4.5kts	159.1°	4.1kts	left	12
7.		USA 1105	+00:01:01	1240.0m	4.6kts	158.5°	4.0kts	right	12
8.		USA 1220	+00:01:15	1234.6m	4.4kts	158.4°	4.0kts	middle	10
9.		USA 1398	+00:01:18	1234.6m	4.4kts	155.9°	4.0kts	right	7
10.		USA 1045	+00:01:29	1236.3m	4.3kts	156.9°	3.9kts	left	4
11.		USA 1221	+00:01:34	1315.0m	4.5kts	150.7°	3.8kts	middle	4
12.		USA 744	+00:02:12	1278.3m	4.1kts	152.0°	3.6kts	right	3



Performance metrics (SOG, VMG, TWA): upwind uses straight-line segments (maneuvers and leg ends excluded); downwind is averaged over the full leg (non-reaching class).

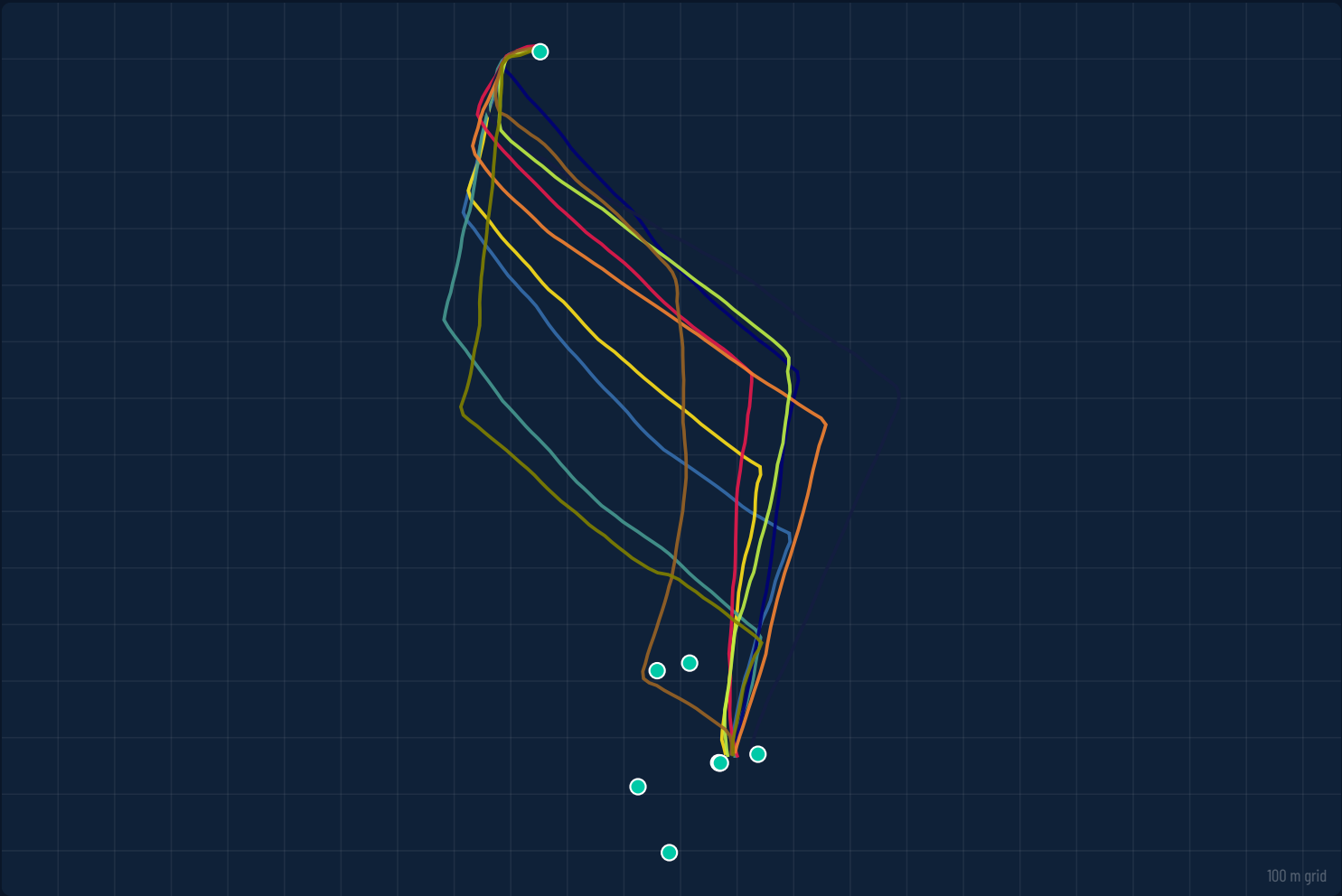
RACE 2 – LEG 3 (UPWIND)



LEG RANK		BOAT	TIME	DISTANCE	SOG	AVG TWA	MARK VMG	SIDE	MAN.
1.		 USA 1428	00:09:10	1470.7m	5.3kts	40.1°	4.1kts	right	4
2.		 USA 1111	+00:00:02	1449.4m	5.2kts	40.7°	4.0kts	right	3
3.		 USA 1504	+00:00:06	1525.0m	5.4kts	43.4°	4.0kts	left	4
4.		 USA 1397	+00:00:14	1429.6m	5.0kts	40.0°	3.9kts	left	1
5.		 USA 1060	+00:00:21	1462.5m	5.0kts	40.5°	3.9kts	left	4
6.		 USA 1105	+00:00:30	1463.3m	5.1kts	40.6°	3.9kts	left	6
7.		 USA 1398	+00:00:54	1457.3m	4.7kts	40.6°	3.6kts	left	3
8.		 USA 744	+00:01:01	1550.3m	5.0kts	44.0°	3.6kts	middle	3
9.		 USA 1045	+00:01:22	1413.4m	4.4kts	37.1°	3.5kts	left	2
10.		 USA 1221	+00:01:22	1488.7m	4.6kts	41.9°	3.5kts	left	2
11.		USA 1220	+00:01:26	1457.4m	4.5kts	39.3°	3.5kts	left	2

Performance metrics (SOG, VMG, TWA): upwind uses straight-line segments (maneuvers and leg ends excluded); downwind is averaged over the full leg (non-reaching class).

RACE 2 – LEG 4 (DOWNWIND)



LEG RANK		BOAT	TIME	DISTANCE	SOG	AVG TWA	MARK VMG	SIDE	MAN.
1.		 USA 1504	00:11:24	1585.5m	4.5kts	147.0°	3.6kts	middle	2
2.		 USA 1111	+00:00:11	1526.5m	4.3kts	151.4°	3.6kts	right	3
3.		 USA 1428	+00:00:27	1549.8m	4.2kts	150.8°	3.5kts	middle	3
4.		 USA 1060	+00:01:18	1563.8m	4.0kts	147.5°	3.3kts	left	3
5.		 USA 1397	+00:01:26	1547.0m	3.9kts	151.8°	3.2kts	right	23
6.		 USA 1221	+00:01:53	1588.2m	3.9kts	150.7°	3.1kts	left	18
7.		 USA 1105	+00:01:54	1647.2m	4.0kts	144.1°	3.1kts	right	2
8.		 USA 744	+00:02:19	1543.0m	3.6kts	152.9°	3.0kts	right	28
9.		 USA 1045	+00:02:40	1566.9m	3.6kts	151.8°	3.0kts	right	15
10.		 USA 1220	+00:02:59	1750.0m	4.0kts	140.2°	2.9kts	right	4



11.		USA 959	+00:03:22	1713.5m	3.8kts	143.2°	2.8kts	right	7
12.		USA 1398	+00:03:42	1716.5m	3.7kts	140.8°	2.7kts	right	3

Performance metrics (SOG, VMG, TWA): upwind uses straight-line segments (maneuvers and leg ends excluded); downwind is averaged over the full leg (non-reaching class).



03

RACE THREE

• START 11:57:01

FLO'S RACE INSIGHTS

- Middle-Line Start:** The overall winner (USA 1428) began with a neutral crossing (about 34% in), a small late time, and no bias—mirroring the top-line positioning seen in the day's best races.
- Consistent Left Tactics:** While early leaders split sides, USA 1428 locked on the left shore every leg and rode the shifts better than boats that jumped around.
- Second Upwind Charge:** After running third on leg 1, they powered home on the second upwind (leg 3), winning by over a minute with strong VMG and steady heel.
- Controlled Downwind Closeout:** They balanced gybes and kept speed on the final run, fending off late moves and sealing the win.

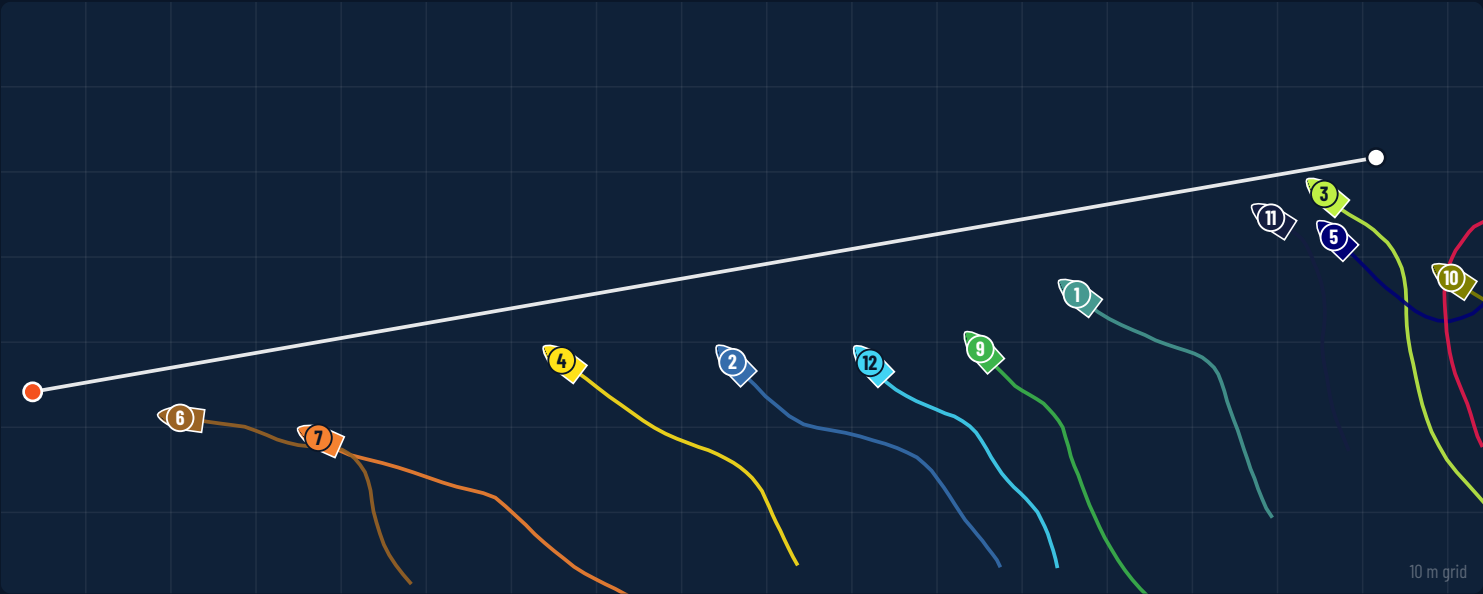
RACE 3 — FULL RACE SUMMARY

RANK	BOAT	DISTANCE	TIME	UPWIND SOG	UPWIND VMG	DOWNWIND SOG	DOWNWIND VMG	MAN.
1.	 USA 1428	6060.9m	00:44:17	4.7kts	3.6kts	4.3kts	3.5kts	24
2.	 USA 1060	-125.8m	+00:00:43	4.6kts	3.6kts	4.2kts	3.6kts	13
3.	 USA 1504	+147.6m	+00:01:13	4.6kts	3.5kts	4.4kts	3.6kts	20
4.	 USA 1105	-32.7m	+00:02:55	4.3kts	3.3kts	4.1kts	3.5kts	16
5.	 USA 1397	-5.6m	+00:03:05	4.2kts	3.3kts	4.3kts	3.7kts	20
6.	 USA 1111	+207.4m	+00:03:20	4.5kts	3.3kts	4.3kts	3.6kts	18
7.	 USA 959	+1.7m	+00:04:11	4.1kts	3.2kts	4.1kts	3.4kts	19
8.	 USA 1220	-98.0m	+00:04:13	4.0kts	3.2kts	4.1kts	3.4kts	17
9.	 USA 744	+240.2m	+00:04:56	4.4kts	3.2kts	4.2kts	3.5kts	30
10.	 USA 1045	-41.9m	+00:05:07	4.2kts	3.3kts	4.0kts	3.4kts	23
11.	 USA 1398	+198.9m	+00:05:10	4.2kts	3.1kts	4.2kts	3.5kts	10
12.	 USA 1221	+150.5m	+00:06:27	4.0kts	3.0kts	4.2kts	3.4kts	14

Performance metrics (SOG, VMG, TWA): upwind uses straight-line segments (maneuvers and leg ends excluded); downwind is averaged over the full leg (non-reaching class).



RACE 3 – START REPORT



10 m grid — map scale reference

Boat numbers = **Mark 1 rounding order** — match the Leg 1 Rank column below

FAVORED END
Boat (27.5m)

LINE LENGTH
160.0m

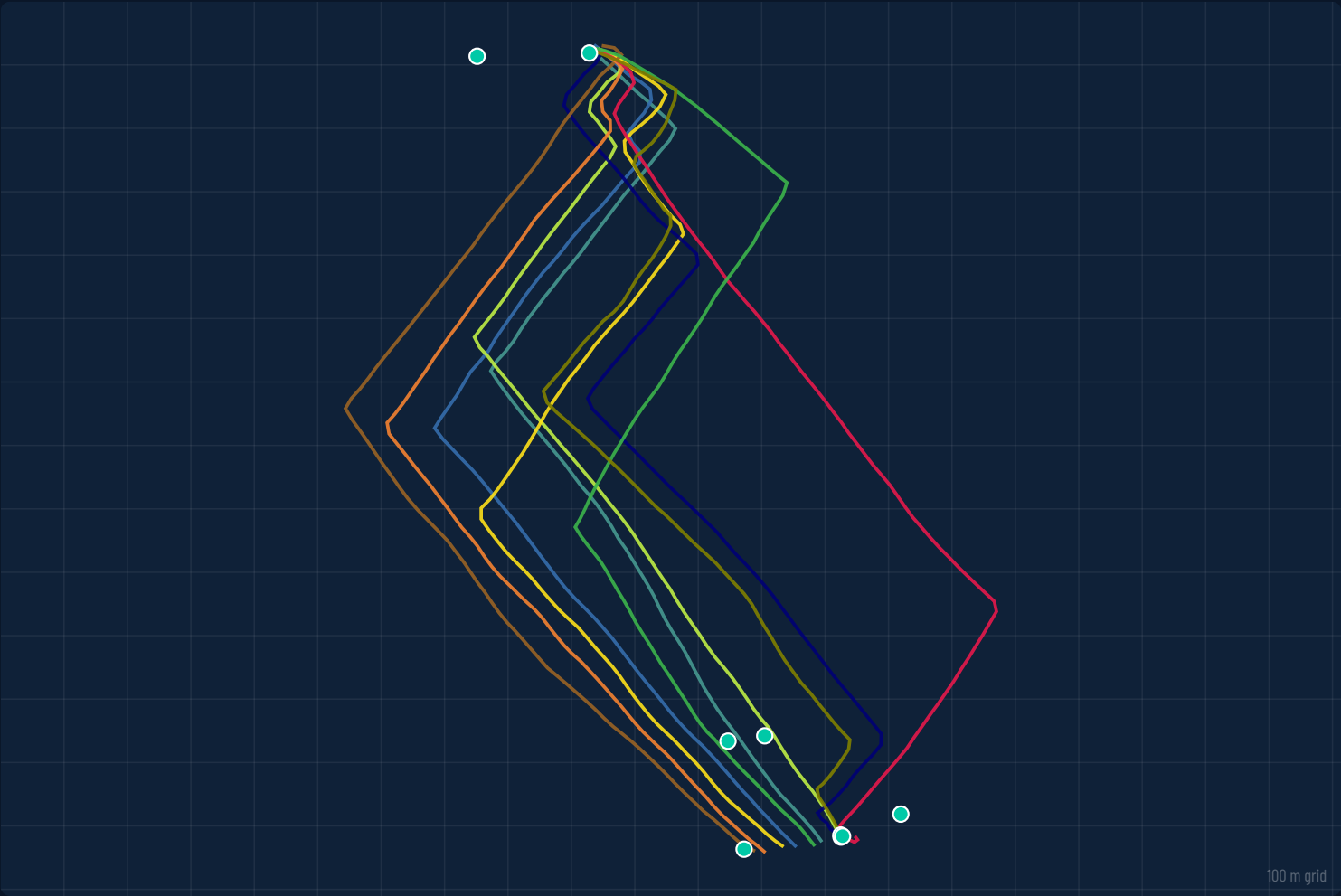
WIND
339.0°

COMM TO M1
320.8°

LEG 1 RANK	BOAT	DIST TO LINE	SOG AT GO	START DELAY	POSITION ON LINE	TACK AT GO
1.	USA 1060	10.4m	3.2kts	6.8s		starboard
2.	USA 1504	11.3m	3.7kts	6.8s		starboard
3.	USA 1045	3.4m	2.5kts	3.0s		starboard
4.	USA 1428	7.5m	3.5kts	5.3s		starboard
5.	USA 1111	8.9m	2.6kts	8.3s		starboard
6.	USA 744	6.3m	3.1kts	6.3s		starboard
7.	USA 1105	11.8m	4.3kts	7.0s		starboard
8.	USA 1397	24.0m	1.9kts	39.0s		port
9.	USA 1398	15.0m	2.4kts	12.0s		starboard
10.	USA 1221	20.4m	3.1kts	12.3s		starboard
11.	USA 1220	5.1m	2.0kts	6.3s		starboard
12.	USA 959	14.4m	3.0kts	10.3s		starboard



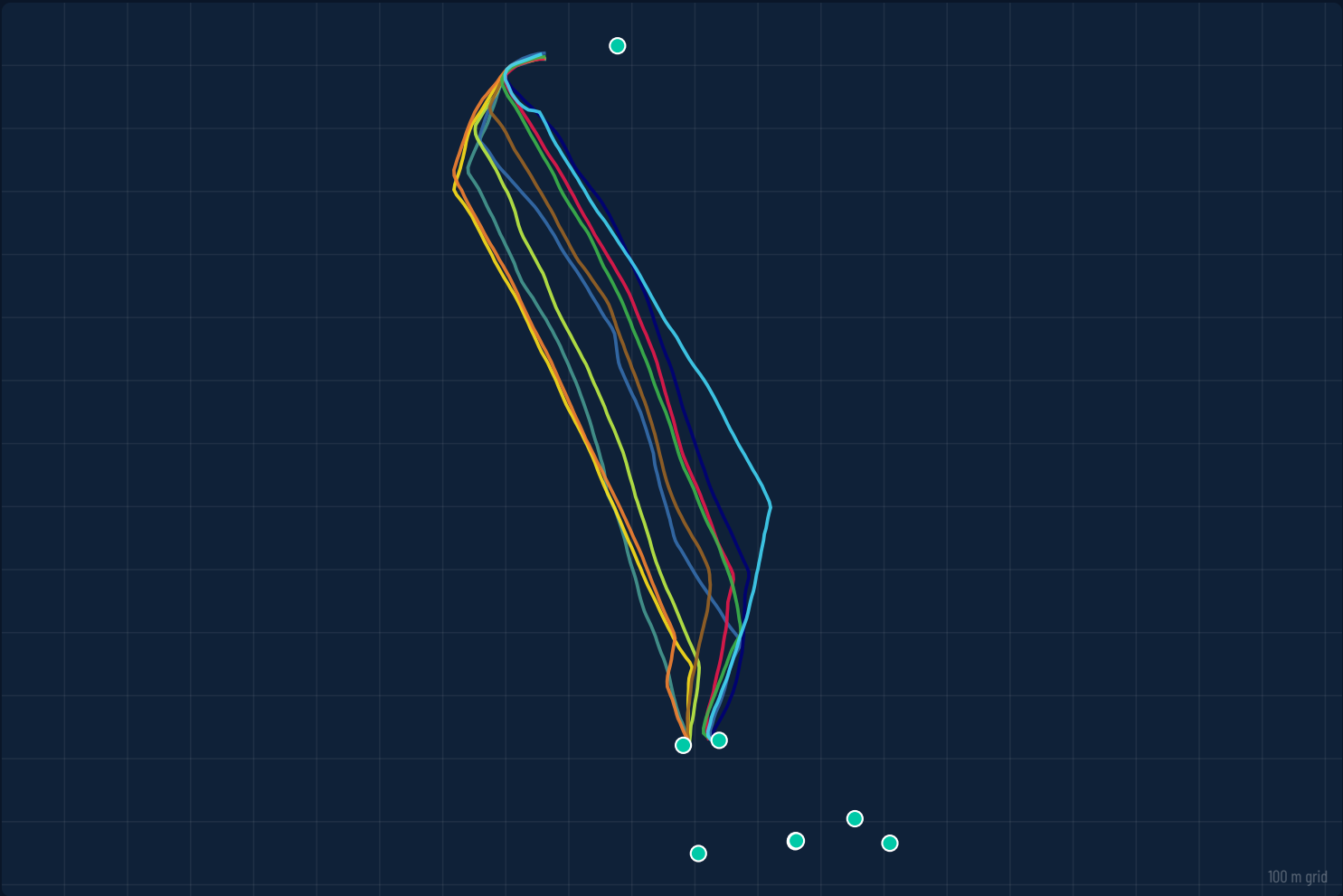
RACE 3 – LEG 1 (UPWIND)



LEG RANK		BOAT	TIME	DISTANCE	SOG	AVG TWA	MARK VMG	SIDE	MAN.
1.		USA 1060	00:10:10	1572.7m	5.0kts	37.1°	4.2kts	left	2
2.		USA 1504	+00:00:24	1661.9m	5.1kts	40.4°	4.0kts	left	4
3.		USA 1045	+00:00:35	1576.3m	4.8kts	36.6°	4.0kts	left	4
4.		USA 1428	+00:00:41	1684.0m	5.1kts	41.6°	3.9kts	left	4
5.		USA 1111	+00:00:48	1667.0m	5.0kts	41.8°	4.0kts	left	6
6.		USA 744	+00:00:53	1721.4m	5.1kts	41.1°	3.9kts	left	2
7.		USA 1105	+00:00:57	1664.2m	4.9kts	40.8°	3.8kts	left	4
8.		USA 1397	+00:01:03	1620.1m	4.8kts	41.1°	4.0kts	right	5
9.		USA 1398	+00:01:10	1649.3m	4.7kts	38.6°	3.7kts	left	2
10.		USA 1221	+00:01:27	1671.1m	4.8kts	40.9°	3.8kts	left	6
11.		USA 1220	+00:01:27	1603.3m	4.5kts	37.8°	3.7kts	left	6
12.		USA 959	+00:01:36	1676.3m	4.7kts	40.0°	3.6kts	left	4



RACE 3 – LEG 2 (DOWNWIND)

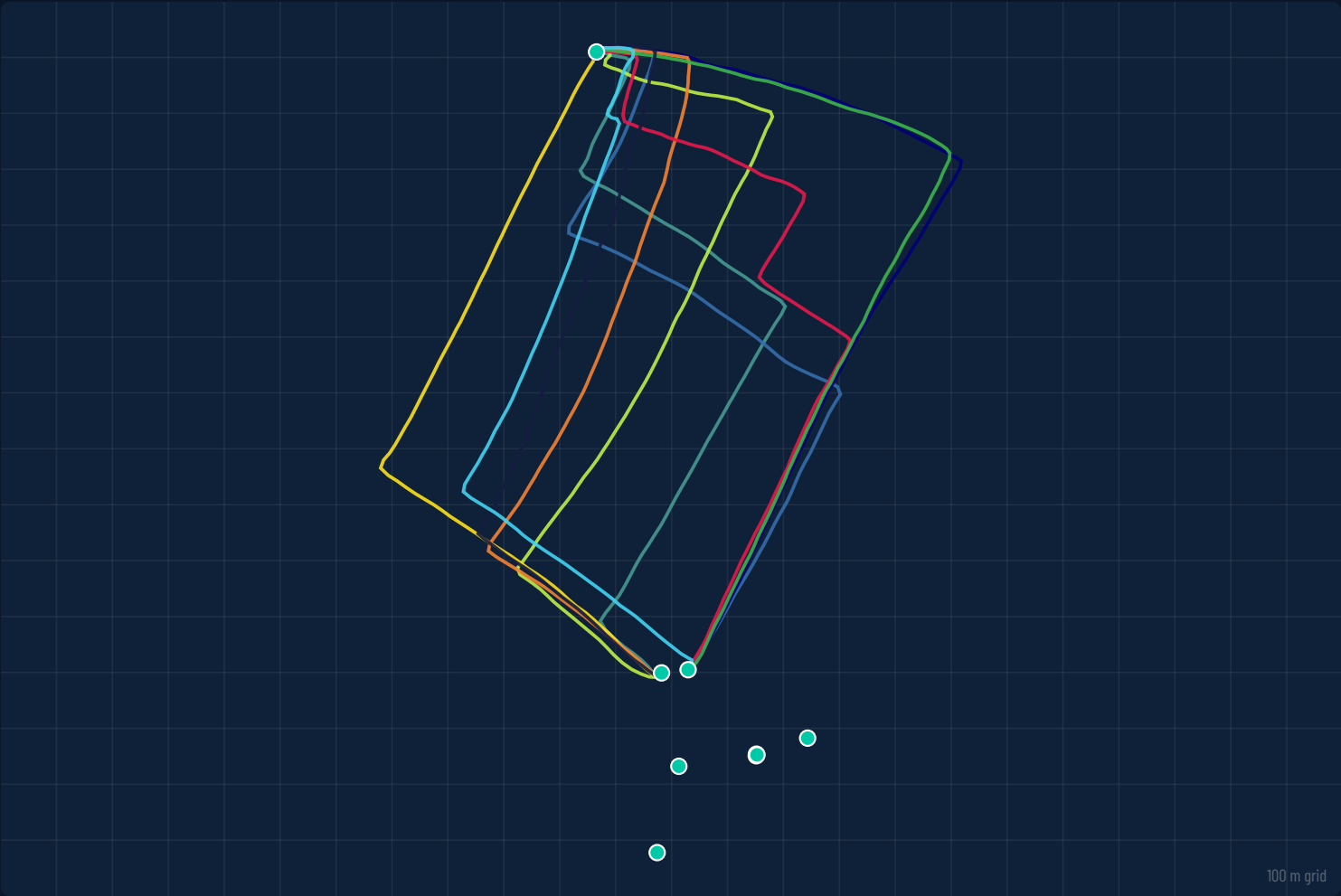


LEG RANK		BOAT	TIME	DISTANCE	SOG	AVG TWA	MARK VMG	SIDE	MAN.
1.		USA 1060	00:08:21	1216.6m	4.7kts	156.2°	4.3kts	middle	2
2.		USA 1397	+00:00:09	1213.9m	4.6kts	157.3°	4.2kts	right	7
3.		USA 1504	+00:00:10	1265.9m	4.8kts	152.7°	4.2kts	right	3
4.		USA 1428	+00:00:15	1241.5m	4.7kts	154.6°	4.2kts	left	14
5.		USA 1111	+00:00:17	1234.2m	4.7kts	155.0°	4.2kts	right	3
6.		USA 1045	+00:00:19	1218.7m	4.6kts	156.3°	4.1kts	right	2
7.		USA 744	+00:00:31	1226.8m	4.5kts	157.0°	4.1kts	right	8
8.		USA 1398	+00:00:38	1233.2m	4.5kts	154.7°	4.0kts	right	3
9.		USA 1105	+00:00:40	1245.6m	4.5kts	153.8°	4.0kts	middle	3
10.		USA 959	+00:00:43	1274.5m	4.6kts	151.9°	4.0kts	right	3
11.		USA 1221	+00:00:46	1250.0m	4.4kts	153.6°	3.9kts	middle	3
12.		USA 1220	+00:00:50	1276.6m	4.5kts	152.8°	3.9kts	middle	4



Performance metrics (SOG, VMG, TWA): upwind uses straight-line segments (maneuvers and leg ends excluded); downwind is averaged over the full leg (non-reaching class).

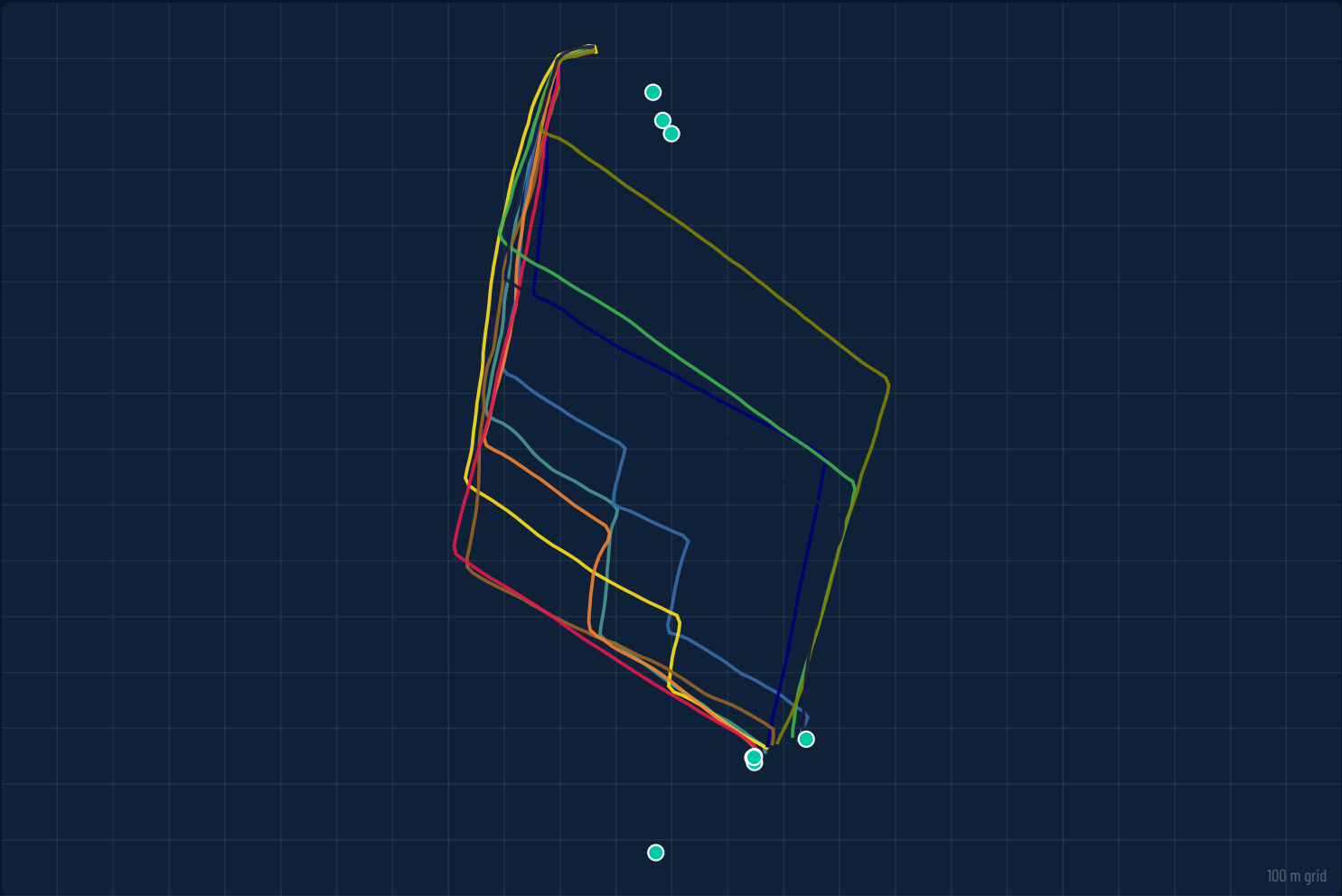
RACE 3 – LEG 3 (UPWIND)



LEG RANK		BOAT	TIME	DISTANCE	SOG	AVG TWA	MARK VMG	SIDE	MAN.
1.		 USA 1428	00:10:55	1463.2m	4.4kts	38.4°	3.3kts	left	1
2.		 USA 1060	+00:01:26	1527.7m	4.1kts	42.4°	3.0kts	right	4
3.		 USA 1504	+00:01:46	1611.5m	4.2kts	44.5°	2.9kts	right	3
4.		 USA 1105	+00:02:28	1508.3m	3.7kts	36.3°	2.8kts	left	2
5.		 USA 959	+00:02:37	1482.1m	3.6kts	37.5°	2.8kts	left	5
6.		 USA 1220	+00:02:43	1450.4m	3.5kts	33.8°	2.7kts	left	2
7.		 USA 1111	+00:03:25	1732.7m	3.9kts	48.5°	2.6kts	right	1
8.		 USA 1397	+00:03:28	1590.5m	3.7kts	44.5°	2.6kts	right	5
9.		 USA 1045	+00:04:02	1639.5m	3.6kts	45.4°	2.5kts	middle	4
10.		 USA 1398	+00:04:23	1714.5m	3.7kts	47.0°	2.4kts	right	1
11.		USA 744	+00:04:26	1691.3m	3.6kts	46.0°	2.5kts	right	6

Performance metrics (SOG, VMG, TWA): upwind uses straight-line segments (maneuvers and leg ends excluded); downwind is averaged over the full leg (non-reaching class).

RACE 3 – LEG 4 (DOWNWIND)



LEG RANK		BOAT	TIME	DISTANCE	SOG	AVG TWA	MARK VMG	SIDE	MAN.
1.		USA 1397	00:13:16	1625.0m	4.0kts	148.3°	3.1kts	middle	3
2.		USA 1111	+00:00:25	1628.2m	3.9kts	149.1°	3.0kts	middle	8
3.		USA 1105	+00:00:25	1603.8m	3.8kts	149.5°	3.0kts	middle	7
4.		USA 1221	+00:00:25	1658.5m	3.9kts	142.4°	3.0kts	middle	2
5.		USA 1504	+00:00:28	1662.3m	3.9kts	146.0°	3.0kts	left	10
6.		USA 1398	+00:00:34	1655.8m	3.9kts	142.8°	3.0kts	middle	4
7.		USA 1428	+00:00:39	1665.2m	3.9kts	145.3°	2.9kts	left	5
8.		USA 744	+00:00:41	1655.1m	3.8kts	148.9°	2.9kts	left	14
9.		USA 1220	+00:00:48	1626.2m	3.7kts	146.5°	3.0kts	middle	5
10.		USA 959	+00:00:50	1623.9m	3.7kts	145.0°	2.9kts	left	7



11.			USA 1060	+00:00:52	1611.7m	3.7kts	147.9°	2.9kts	middle	5
12.			USA 1045	+00:01:46	1578.8m	3.4kts	146.4°	2.7kts	middle	13

Performance metrics (SOG, VMG, TWA): upwind uses straight-line segments (maneuvers and leg ends excluded); downwind is averaged over the full leg (non-reaching class).