

RACE ANALYSIS REPORT

# 2026 Newport Regatta - Etchells Day 3

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| CLASS    | DATE      | RACES |
|----------|-----------|-------|
| Etchells | 7/12/2026 | 1     |

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SCAN FOR RACE REPLAY AND AI FEEDBACK



**Upwind VMG trends:** fastest windward legs shifted—leg 1 peaked in the middle, leg 3 on the right—so top boats read shifts and adapt rather than back one fixed side.

**Start and line positioning:** podium boats crossed 0–30% toward the pin, gaining a few meters upwind; crews over early or very late lost 10–30 s just at the start.

**First-leg vs final result:** USA 1111 led the opening upwind but faded; USA 1504 made up ground on later windward legs by nailing shifts and holding VMG.

**Adaptive tactics:** the winner mixed middle and right on upwinds, showing flexibility beats sticking to one side when pressure and shifts vary.

| BOAT     | STRENGTH                                           | WEAKNESS                                                     |
|----------|----------------------------------------------------|--------------------------------------------------------------|
| USA 1060 | Excellent downwind VMG and strong reaching speed.  | Below-average steady VMG on upwind legs cost windward gains. |
| USA 959  | Consistent upwind speed with solid VMG.            | Sub-optimal start timing left it chasing early.              |
| BER 1428 | Second-fastest opening upwind leg and steady heel. | Lost momentum on gate legs, giving back windward gains.      |
| USA 1221 | Smooth gybes delivered reliable downwind VMG.      | Slower first upwind leg dropped key seconds.                 |
| USA 1504 | Overall fastest VMG and best total time to win.    | Late crossing on start cost a small early penalty.           |
| USA 1398 | Balanced boat handling and consistent marks.       | Weak initial upwind leg left it playing catch-up.            |
| USA 1220 | Steady mid-fleet VMG kept it in the pack.          | Lacked top-end speed to challenge leaders.                   |
| USA 744  | High burst speeds (max SOG) on reaches.            | Low steady VMG upwind left extra distance to make up.        |
| USA 1111 | Fastest first upwind and a strong line position.   | Less flexible on later windward side choice.                 |
| USA 1045 | Stable heel control led to smooth speed.           | Missed peak VMG opportunities on the downwinds.              |
| USA 1105 | Well-timed maneuvers kept boat speed up.           | No single leg stood out, lacked a standout pace.             |
| USA 1397 | Strong mid-race windward VMG and quick gybes.      | Early line bias was poor, costing initial seconds.           |

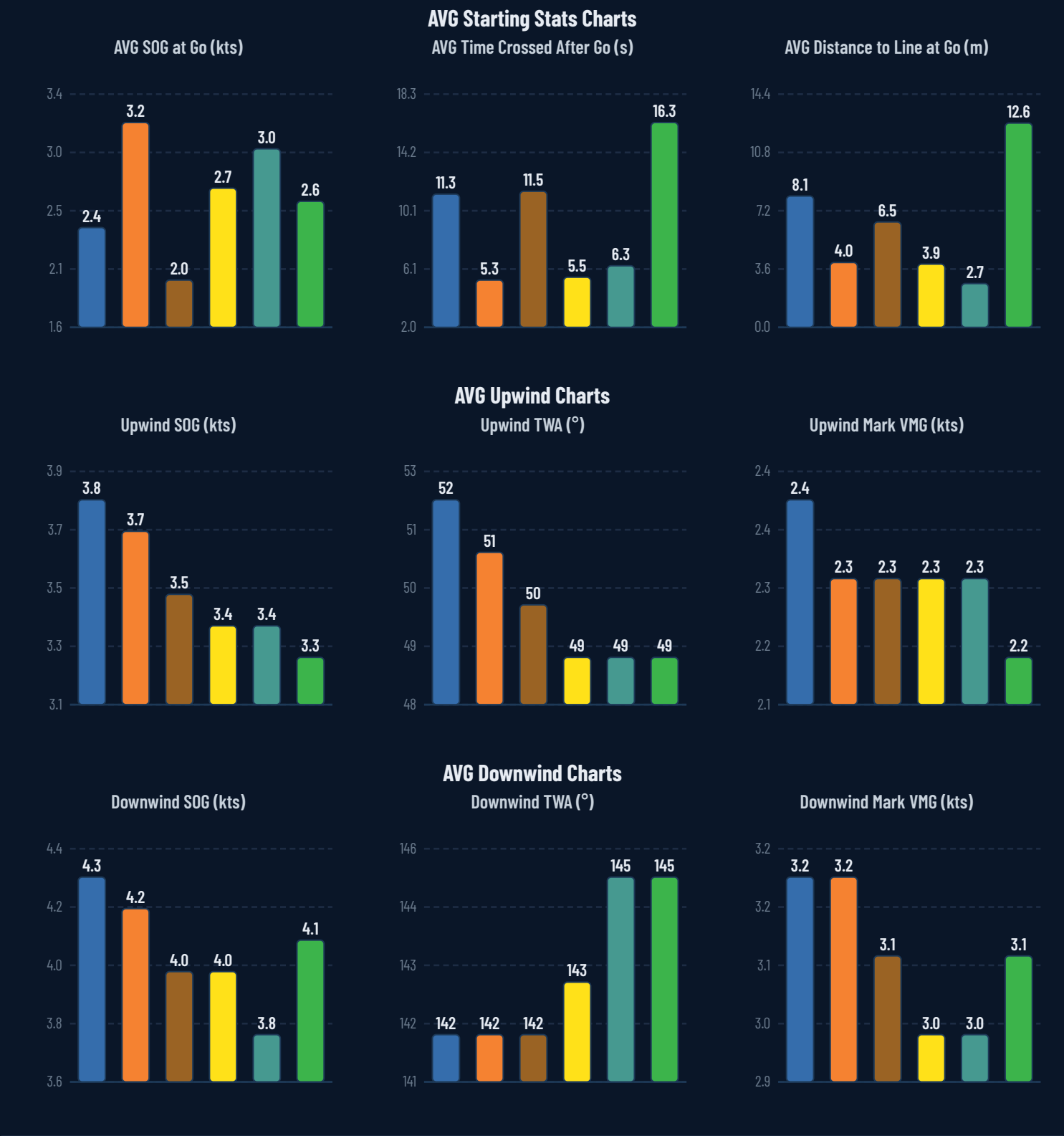
RESULTS

| # | BOAT                                                                                         | R7 | TOTAL |
|---|----------------------------------------------------------------------------------------------|----|-------|
| 1 |  USA 1504 | 1  | 1     |
| 2 |  USA 1111 | 2  | 2     |
| 3 |  USA 1397 | 3  | 3     |
| 4 |  USA 1105 | 4  | 4     |
| 5 |  USA 1045 | 5  | 5     |
| 6 |  USA 959  | 6  | 6     |
| 7 |  BER 1428 | 7  | 7     |
| 8 |  USA 1221 | 8  | 8     |
| 9 |  USA 744  | 9  | 9     |



|    |                                                                                   |          |    |    |
|----|-----------------------------------------------------------------------------------|----------|----|----|
| 10 |   | USA 1060 | 10 | 10 |
| 11 |  | USA 1220 | 11 | 11 |
| 12 |  | USA 1398 | 12 | 12 |

OVERALL PERFORMANCE CHARTS



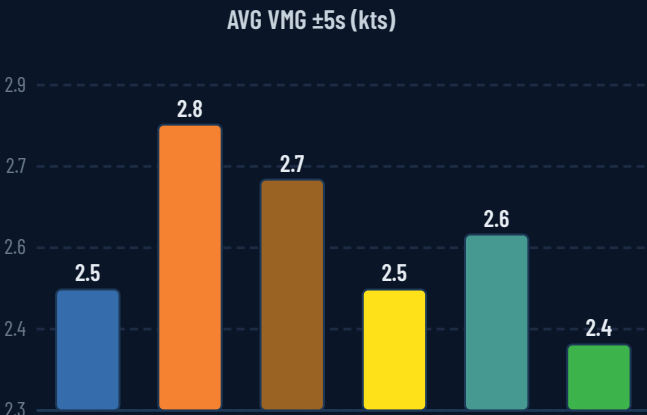


USA 1504   USA 1111   USA 1397   USA 1105   USA 1045   USA 959

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

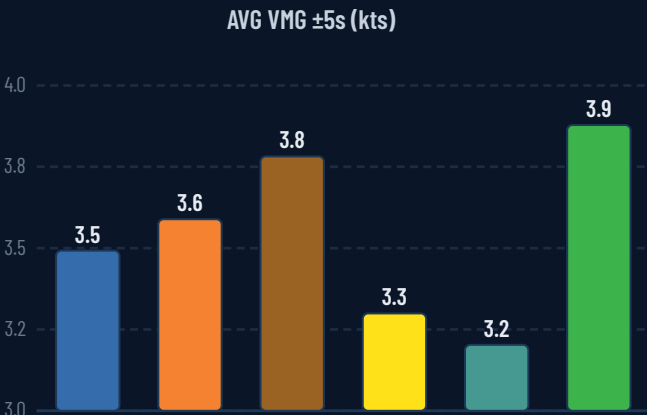
Upwind Maneuver Charts



USA 1504   USA 1111   USA 1397   USA 1105   USA 1045   USA 959

DOWNWIND MANEUVER ANALYSIS

Downwind Maneuver Charts



USA 1504   USA 1111   USA 1397   USA 1105   USA 1045   USA 959



# 07 RACE SEVEN

• START 08:26:01

## FLO'S RACE INSIGHTS

**Start Positioning:** USA 1504 crossed the line near the pin (13% in), a bit late by 11 s but still picked up a 7 m upwind bias. That solid platform helped recover quickly.

**Opener vs. Leg 3:** USA 1111 won leg 1, but USA 1504 stayed mid-course on the first upwind then shifted right on the second upwind (leg 3). That switch matched the faster VMG side and closed the gap.

**Adaptive Side Choice:** The top boats didn't stick to one side. They went middle on the first windward, then moved right on the second. Boats that stayed pinned to one side lost out when shifts moved.

**Downwind Consistency:** USA 1504 nailed the gate leg with top VMG and kept steady gybe speed on the final run, holding onto the gains made upwind.

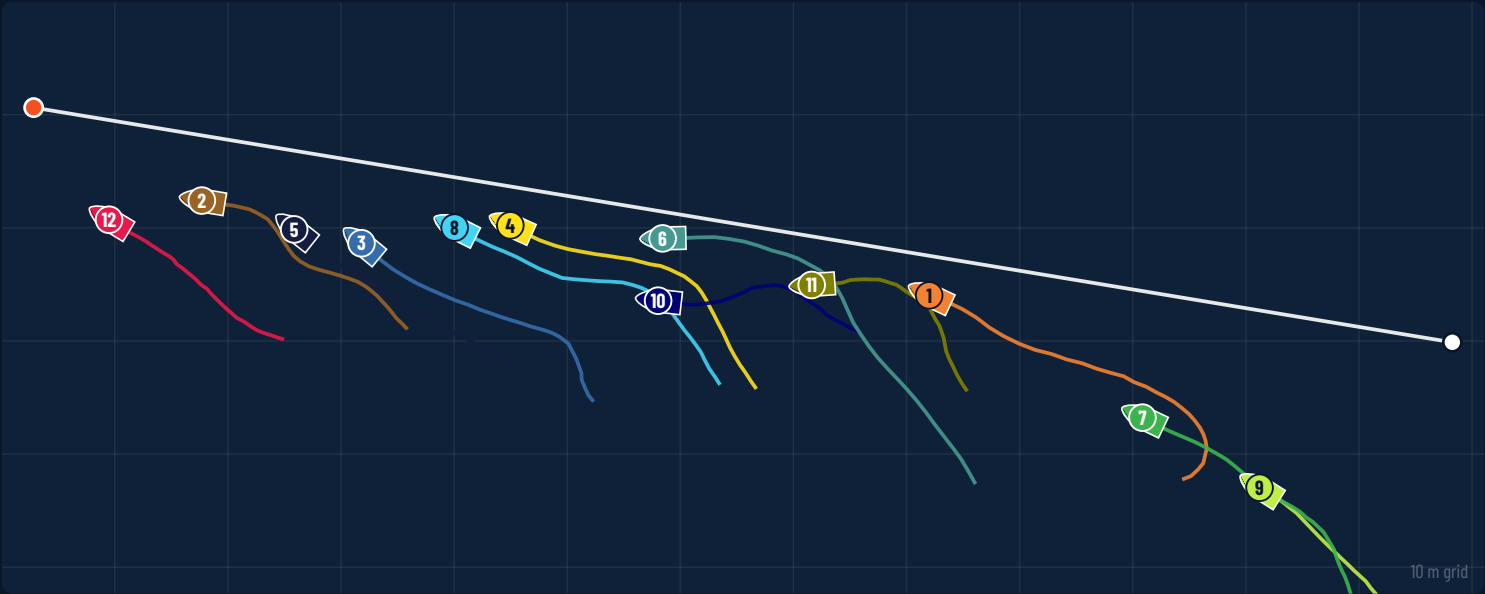
## RACE 7 — FULL RACE SUMMARY

| RANK | BOAT                                                                                         | DISTANCE | TIME      | UPWIND SOG | UPWIND VMG | DOWNWIND SOG | DOWNWIND VMG | MAN. |
|------|----------------------------------------------------------------------------------------------|----------|-----------|------------|------------|--------------|--------------|------|
| 1.   |  USA 1504 | 6240.8m  | 00:51:21  | 3.8kts     | 2.4kts     | 4.3kts       | 3.2kts       | 10   |
| 2.   |  USA 1111 | -33.5m   | +00:00:53 | 3.7kts     | 2.3kts     | 4.2kts       | 3.2kts       | 11   |
| 3.   |  USA 1397 | -173.2m  | +00:02:17 | 3.5kts     | 2.3kts     | 4.0kts       | 3.1kts       | 12   |
| 4.   |  USA 1105 | -215.7m  | +00:02:35 | 3.4kts     | 2.3kts     | 4.0kts       | 3.0kts       | 12   |
| 5.   |  USA 1045 | -296.9m  | +00:02:44 | 3.4kts     | 2.3kts     | 3.8kts       | 3.0kts       | 10   |
| 6.   |  USA 959  | -227.4m  | +00:03:02 | 3.3kts     | 2.2kts     | 4.1kts       | 3.1kts       | 10   |
| 7.   |  BER 1428 | -40.3m   | +00:03:27 | 3.6kts     | 2.3kts     | 3.9kts       | 3.0kts       | 16   |
| 8.   |  USA 1221 | -109.8m  | +00:05:42 | 3.2kts     | 2.1kts     | 4.0kts       | 3.1kts       | 12   |
| 9.   |  USA 744  | -130.3m  | +00:06:13 | 3.4kts     | 2.1kts     | 3.6kts       | 2.9kts       | 16   |
| 10.  |  USA 1060 | -0.5m    | +00:06:14 | 3.4kts     | 2.1kts     | 3.8kts       | 3.0kts       | 16   |
| 11.  |  USA 1220 | -218.7m  | +00:06:21 | 3.1kts     | 2.1kts     | 3.9kts       | 3.0kts       | 14   |
| 12.  |  USA 1398 | -152.8m  | +00:06:30 | 3.2kts     | 2.2kts     | 3.8kts       | 2.9kts       | 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 7 – START REPORT



10 m grid — map scale reference

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

FAVORED END

Pin (20.7m)

LINE LENGTH

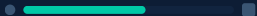
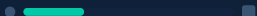
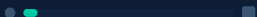
127.0m

WIND

303.0°

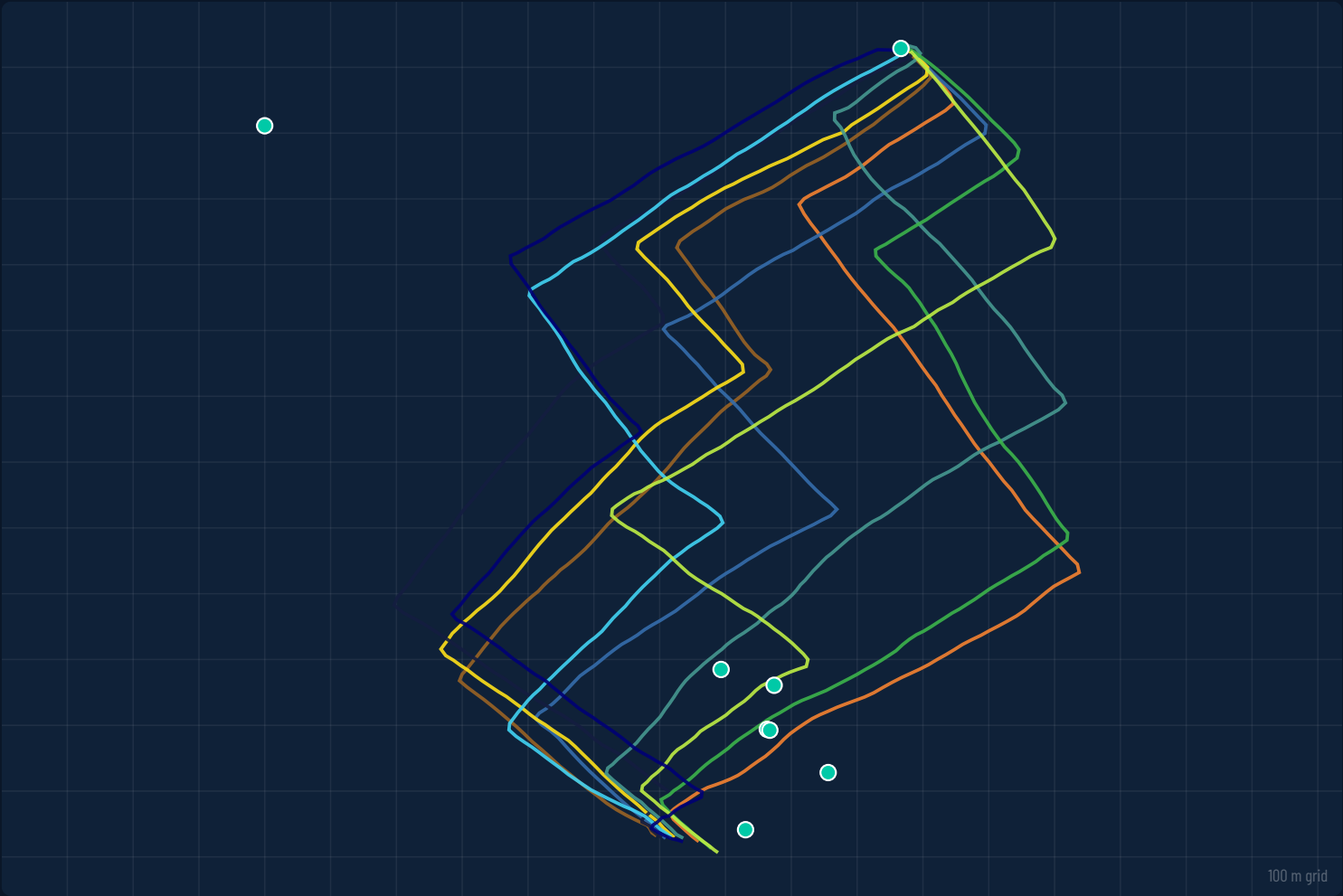
COMM TO M1

315.1°

| LEG 1 RANK | BOAT                                                                                         | DIST TO LINE | SOG AT GO | START DELAY | POSITION ON LINE                                                                      | TACK AT GO |
|------------|----------------------------------------------------------------------------------------------|--------------|-----------|-------------|---------------------------------------------------------------------------------------|------------|
| 1.         |  USA 1111 | 4.0m         | 3.2kts    | 5.3s        |  | starboard  |
| 2.         |  USA 1397 | 6.5m         | 2.0kts    | 11.5s       |  | starboard  |
| 3.         |  USA 1504 | 8.1m         | 2.4kts    | 11.3s       |  | starboard  |
| 4.         |  USA 1105 | 3.9m         | 2.7kts    | 5.5s        |  | starboard  |
| 5.         |  BER 1428 | 7.9m         | 2.0kts    | 14.0s       |  | starboard  |
| 6.         |  USA 1045 | 2.7m         | 3.0kts    | 6.3s        |  | starboard  |
| 7.         |  USA 959  | 12.6m        | 2.6kts    | 16.3s       |  | starboard  |
| 8.         |  USA 1221 | 5.0m         | 2.4kts    | 6.8s        |  | starboard  |
| 9.         |  USA 744  | 17.7m        | 1.7kts    | 29.3s       |  | starboard  |
| 10.        |  USA 1060 | 9.0m         | 2.1kts    | 32.0s       |  | starboard  |
| 11.        |  USA 1220 | 4.9m         | 1.8kts    | 14.3s       |  | starboard  |
| 12.        |  USA 1398 | 9.9m         | 1.7kts    | 17.3s       |  | starboard  |



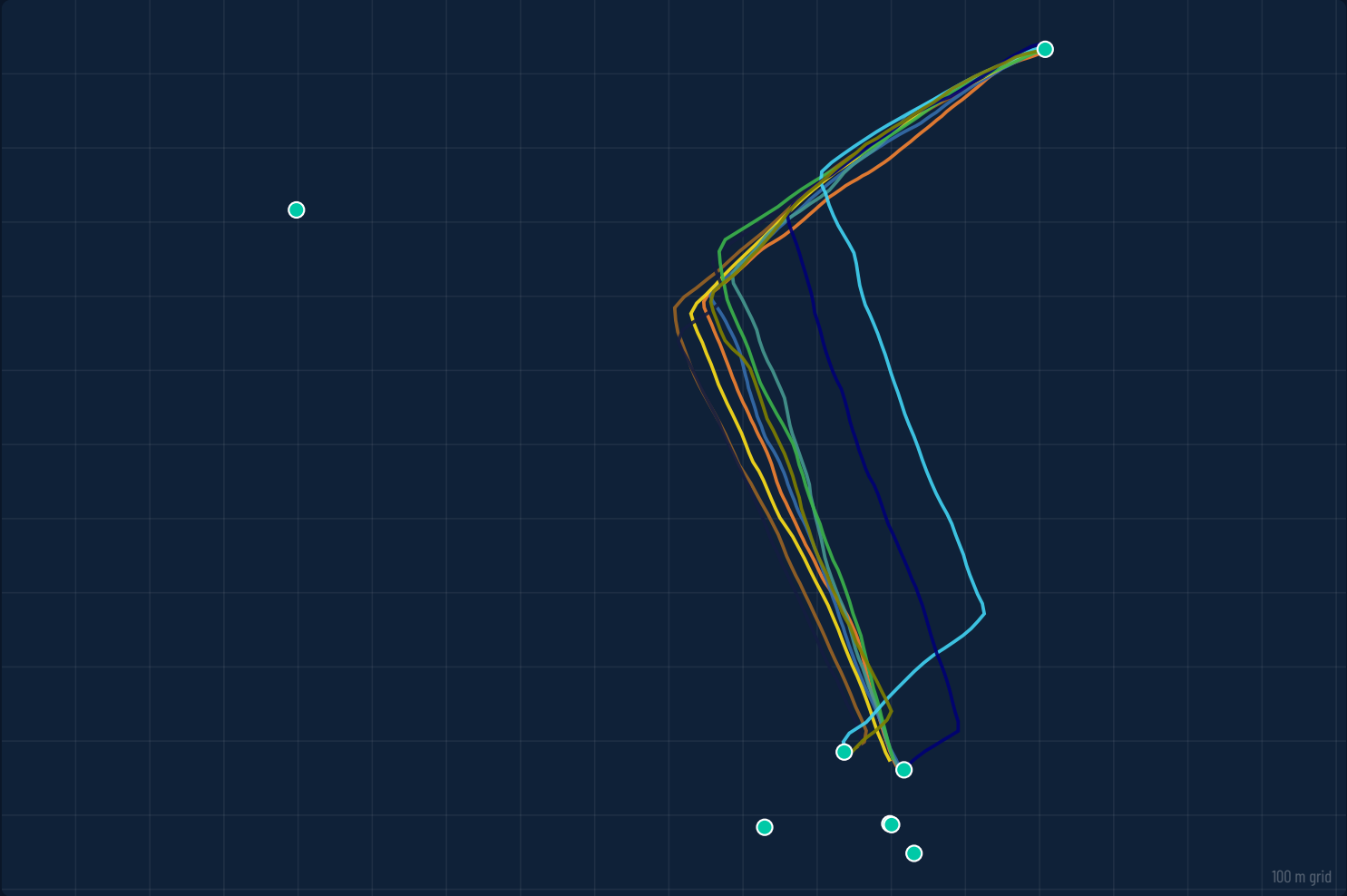
RACE 7 – LEG 1 (UPWIND)



| LEG RANK |  | BOAT     | TIME      | DISTANCE | SOG    | AVG TWA | MARK VMG | SIDE   | MAN. |
|----------|--|----------|-----------|----------|--------|---------|----------|--------|------|
| 1.       |  | USA 1111 | 00:16:22  | 1895.8m  | 3.8kts | 50.9°   | 2.5kts   | right  | 4    |
| 2.       |  | USA 1397 | +00:00:48 | 1821.0m  | 3.5kts | 48.8°   | 2.4kts   | middle | 4    |
| 3.       |  | USA 1504 | +00:01:01 | 1974.3m  | 3.7kts | 52.7°   | 2.4kts   | middle | 4    |
| 4.       |  | USA 1105 | +00:01:16 | 1919.5m  | 3.6kts | 51.2°   | 2.3kts   | left   | 4    |
| 5.       |  | BER 1428 | +00:01:27 | 1960.8m  | 3.7kts | 52.1°   | 2.4kts   | left   | 6    |
| 6.       |  | USA 1045 | +00:01:34 | 1824.7m  | 3.3kts | 48.3°   | 2.3kts   | right  | 4    |
| 7.       |  | USA 959  | +00:02:19 | 1889.0m  | 3.3kts | 50.2°   | 2.2kts   | right  | 4    |
| 8.       |  | USA 1221 | +00:02:36 | 1904.1m  | 3.3kts | 50.6°   | 2.2kts   | middle | 3    |
| 9.       |  | USA 744  | +00:03:12 | 2032.7m  | 3.4kts | 53.7°   | 2.1kts   | middle | 4    |
| 10.      |  | USA 1060 | +00:03:22 | 2036.5m  | 3.4kts | 53.1°   | 2.1kts   | left   | 5    |
| 11.      |  | USA 1220 | +00:04:08 | 1868.8m  | 3.0kts | 49.9°   | 2.0kts   | right  | 4    |
| 12.      |  | USA 1398 | +00:04:19 | 1885.2m  | 3.0kts | 48.9°   | 2.0kts   | right  | 6    |



RACE 7 – LEG 2 (DOWNWIND)



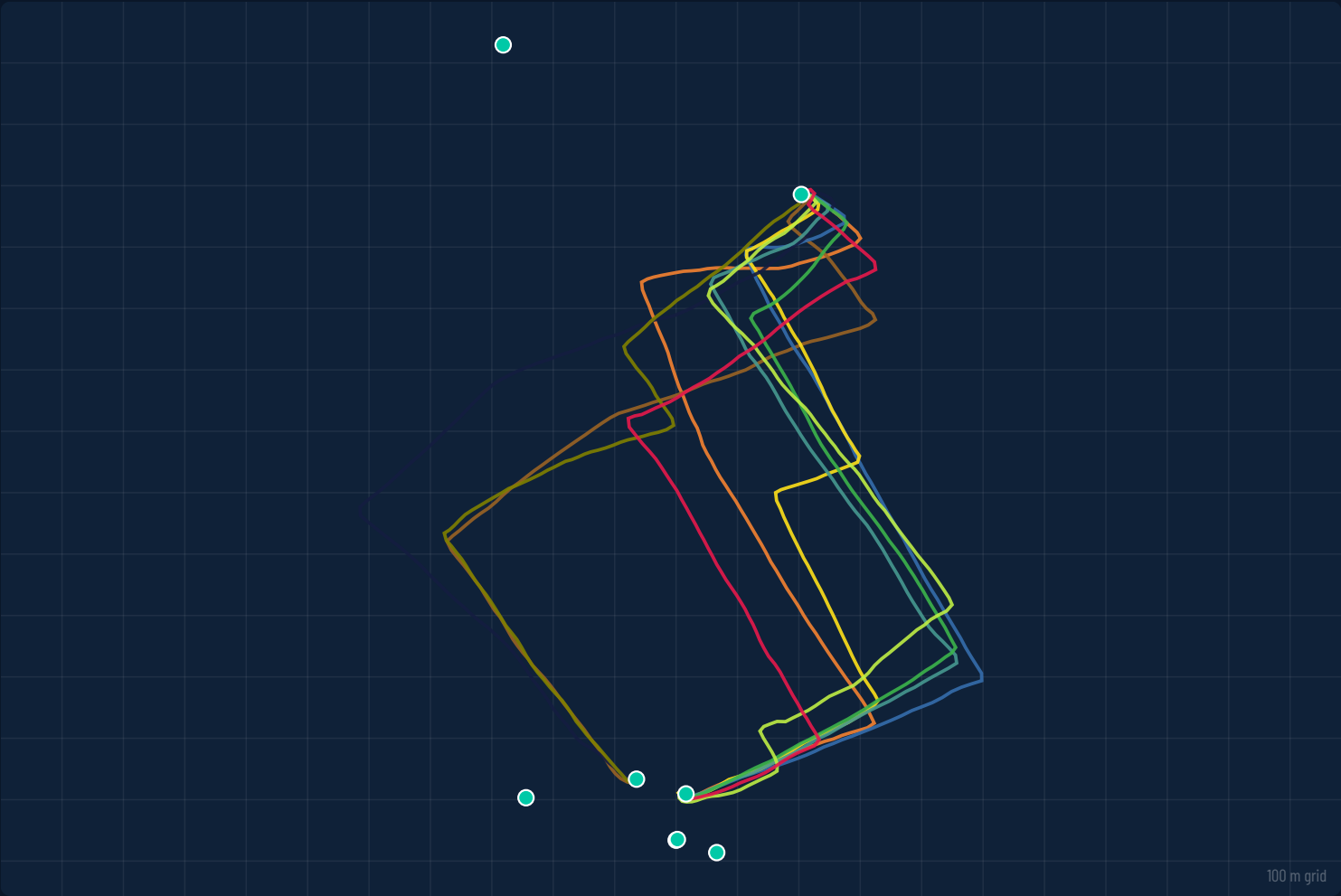
| LEG RANK |  | BOAT     | TIME      | DISTANCE | SOG    | AVG TWA | MARK VMG | SIDE | MAN. |
|----------|--|----------|-----------|----------|--------|---------|----------|------|------|
| 1.       |  | USA 1111 | 00:09:45  | 1261.2m  | 4.2kts | 143.5°  | 3.2kts   | left | 1    |
| 2.       |  | USA 1504 | +00:00:01 | 1259.5m  | 4.2kts | 144.1°  | 3.3kts   | left | 1    |
| 3.       |  | USA 1397 | +00:00:22 | 1291.0m  | 4.2kts | 140.3°  | 3.1kts   | left | 2    |
| 4.       |  | USA 1105 | +00:00:36 | 1276.6m  | 4.0kts | 142.5°  | 3.0kts   | left | 1    |
| 5.       |  | USA 959  | +00:01:02 | 1261.7m  | 3.8kts | 146.5°  | 2.9kts   | left | 1    |
| 6.       |  | USA 1045 | +00:01:22 | 1238.8m  | 3.6kts | 146.3°  | 2.9kts   | left | 1    |
| 7.       |  | USA 1221 | +00:01:22 | 1270.9m  | 3.7kts | 141.6°  | 2.9kts   | left | 3    |
| 8.       |  | BER 1428 | +00:01:34 | 1295.6m  | 3.7kts | 140.7°  | 2.8kts   | left | 4    |
| 9.       |  | USA 1220 | +00:01:46 | 1269.9m  | 3.6kts | 141.5°  | 2.8kts   | left | 2    |
| 10.      |  | USA 1060 | +00:02:06 | 1273.3m  | 3.5kts | 145.1°  | 2.7kts   | left | 3    |
| 11.      |  | USA 744  | +00:02:15 | 1228.7m  | 3.3kts | 149.8°  | 2.6kts   | left | 4    |
| 12.      |  | USA 1398 | +00:02:18 | 1276.6m  | 3.4kts | 144.6°  | 2.6kts   | 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).

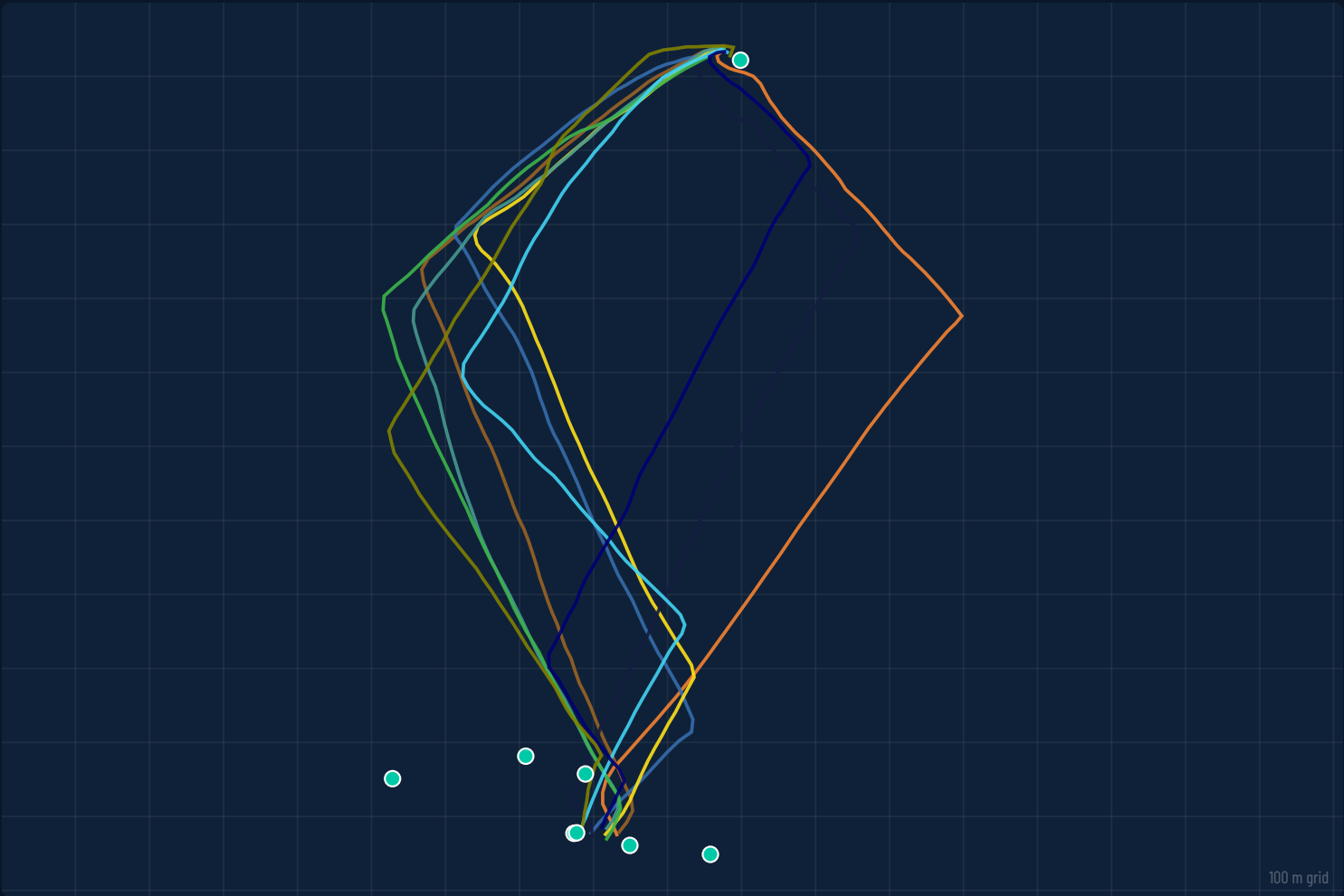
RACE 7 – LEG 3 (UPWIND)



| LEG RANK |  | BOAT     | TIME      | DISTANCE | SOG    | AVG TWA | MARK VMG | SIDE   | MAN. |
|----------|--|----------|-----------|----------|--------|---------|----------|--------|------|
| 1.       |  | USA 1504 | 00:13:38  | 1595.8m  | 3.8kts | 50.4°   | 2.4kts   | right  | 3    |
| 2.       |  | USA 1045 | +00:00:29 | 1533.2m  | 3.6kts | 49.6°   | 2.3kts   | right  | 3    |
| 3.       |  | USA 1398 | +00:00:49 | 1541.9m  | 3.5kts | 48.7°   | 2.3kts   | middle | 5    |
| 4.       |  | USA 959  | +00:01:01 | 1469.8m  | 3.3kts | 47.3°   | 2.2kts   | right  | 3    |
| 5.       |  | USA 1105 | +00:01:20 | 1470.3m  | 3.2kts | 46.3°   | 2.2kts   | right  | 5    |
| 6.       |  | USA 1220 | +00:01:23 | 1483.0m  | 3.2kts | 50.3°   | 2.2kts   | left   | 3    |
| 7.       |  | USA 1397 | +00:01:33 | 1599.4m  | 3.5kts | 51.9°   | 2.2kts   | left   | 4    |
| 8.       |  | USA 1111 | +00:01:36 | 1657.4m  | 3.5kts | 51.6°   | 2.1kts   | middle | 3    |
| 9.       |  | USA 744  | +00:01:36 | 1547.4m  | 3.3kts | 50.0°   | 2.2kts   | right  | 6    |
| 10.      |  | BER 1428 | +00:01:38 | 1652.1m  | 3.5kts | 54.4°   | 2.1kts   | left   | 2    |
| 11.      |  | USA 1060 | +00:02:07 | 1653.8m  | 3.4kts | 52.8°   | 2.1kts   | right  | 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 7 – LEG 4 (DOWNWIND)



| LEG RANK |  | BOAT     | TIME      | DISTANCE | SOG    | AVG TWA | MARK VMG | SIDE   | MAN. |
|----------|-------------------------------------------------------------------------------------|----------|-----------|----------|--------|---------|----------|--------|------|
| 1.       |  | USA 1060 | 00:10:15  | 1271.4m  | 4.0kts | 146.7°  | 3.3kts   | middle | 4    |
| 2.       |  | USA 959  | +00:00:01 | 1387.1m  | 4.4kts | 142.9°  | 3.3kts   | middle | 2    |
| 3.       |  | BER 1428 | +00:00:09 | 1286.2m  | 4.0kts | 146.9°  | 3.3kts   | right  | 4    |
| 4.       |  | USA 1221 | +00:00:13 | 1362.5m  | 4.2kts | 140.1°  | 3.3kts   | left   | 2    |
| 5.       |  | USA 1504 | +00:00:19 | 1404.2m  | 4.3kts | 139.5°  | 3.2kts   | middle | 2    |
| 6.       |  | USA 1220 | +00:00:25 | 1395.2m  | 4.3kts | 140.3°  | 3.2kts   | middle | 5    |
| 7.       |  | USA 1398 | +00:00:25 | 1379.1m  | 4.2kts | 140.6°  | 3.2kts   | middle | 1    |
| 8.       |  | USA 744  | +00:00:31 | 1296.4m  | 3.9kts | 146.2°  | 3.1kts   | middle | 2    |
| 9.       |  | USA 1111 | +00:00:38 | 1386.6m  | 4.1kts | 140.9°  | 3.2kts   | middle | 3    |
| 10.      |  | USA 1045 | +00:00:40 | 1342.0m  | 4.0kts | 144.2°  | 3.1kts   | middle | 2    |



|     |                                                                                   |                                                                                   |          |           |         |        |        |        |        |   |
|-----|-----------------------------------------------------------------------------------|-----------------------------------------------------------------------------------|----------|-----------|---------|--------|--------|--------|--------|---|
| 11. |   |   | USA 1105 | +00:00:44 | 1353.3m | 4.0kts | 143.4° | 3.1kts | left   | 2 |
| 12. |  |  | USA 1397 | +00:00:55 | 1351.2m | 3.9kts | 144.3° | 3.1kts | middle | 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).