



THE ULTIMATE SAILING TRAINING GUIDE

With Hans-Christian
& Lars-Peter Rosendahl



#ThisFutureRocks

INTERVIEW WITH

Hans-Christian & Lars-Peter Rosendahl

Getting ready for the world's fastest sailing competition is a great challenge, as between them the SAILGP athletes have won 60 world championships. The Denmark SailGP Team presented by ROCKWOOL must rise to the challenge at the opening race of the season in Sydney, as it makes its SailGP debut. Ahead of the start of the race, we've spoken with the F50's grinders, twins Hans-Christian and Lars-Peter Rosendahl, to hear how they prepare both nutritionally and physically for such a test.



HANS-CHRISTIAN
ROSENDAHL

AGE: 23
HEIGHT: 185cm
WEIGHT: 93Kg
NATIONALITY: Denmark
HOMETOWN: Copenhagen
POSITION ON BOAT: Grinder
HOBBY: Olympic Weightlifting
STRENGTH OF STONE: Robustness



LARS-PETER
ROSENDAHL

AGE: 23
HEIGHT: 185cm
WEIGHT: 98Kg
NATIONALITY: Denmark
HOMETOWN: Copenhagen
POSITION ON BOAT: Grinder
HOBBY: CrossFit
STRENGTH OF STONE: Fire resilience



HANS-CHRISTIAN
ROBUSTNESS

Hans-Christian is the kind of athlete that just keeps going. His teammates say he is the most well-trained athlete among them. He never gives up, no matter the amount of stress or exhaustion, he will keep grinding until the boat crosses the finish line. No one better than Hans-Christian personifies the meaning of the word robustness – one of the seven strengths of stone we use to enrich modern living. Just like Hans-Christian, ROCKWOOL's stone wool can resist the fury of the elements – fire, water, moisture – and withstand the most severe stress without any loss in performance.



LARS-PETER
FIRE RESILIENCE

Lars-Peter has a fire burning in his heart. He is always looking for the next challenge, the next race, the next achievement. When on the water, he is very conscious of his mindset using it to focus his fire on the job at hand. He contains the fire within him staying focused on the job. As Lars-Peter can control the fire running deep in his veins, so does stone wool. It is a highly fire resilient material that can withstand temperatures up to 1,000°C. It works to contain fire and prevent its spread, keeping homes and buildings safe. This is just another of the seven strengths of stone that ROCKWOOL harnesses to create safe and comfortable buildings.

THE POWER OF NATURE

There is something uniquely exciting about the power of nature. It can be a source of both inspiration and awe; harnessing it is the ultimate achievement. At ROCKWOOL, we have been able to break down the natural power of stone into seven unique strengths that help millions of people every day to tackle climate change and improve life in cities. That is why we also feel extremely proud of SailGP athletes Lars-Peter and Hans-Christian Rosendahl. They work hard every day to harness the power of the wind to go ever faster in the race for success.

THE TRAINING

Hans-Christian & Lars-Peter Rosendahl

What are the most important attributes and responsibilities of a grinder on board an F50? Is it similar to any other sports?

Lars-Peter:

There aren't many similar sports that are directly comparable to a grinder's job. The grinder is the most physical position on board the F50. Positioned at the front of the boat, the two grinders create all the energy required for trimming the sails, powering all the manoeuvres and adjusting the heel and ride height of the boat. To be a good grinder, big lungs are essential, as we're operating at nearly our maximum heart rate for almost the entire race, continuously pumping away. We must also have a powerful heart and be mentally strong so we can perform at our maximum and be able to make quick decisions at the same time.

There are several important physical attributes needed to be a successful grinder, which essentially requires you to stand up, hammering down on the hand bike, while travelling at speeds of up to 50 knots...for the entire 90 minute race.

The top priority is upper body strength. Having a strong core and the ability to make explosive body movements enables you to make a higher turn rate on the grinder, which is key to powering the boat's manoeuvres. Also important is stamina, which ensures we have the energy to make the critical adjustments we need to maintain the highest pace possible until the finish line. Finally, we need to combine that strength and stamina with body weight. The heavier we are, the more weight and power we can put into the handles.

Hans-Christian:

The closest comparison to another sport in terms of the demands it puts on you is a mix between rowing and functional fitness like CrossFit. However, what's unique to SailGP is the necessity of performing at the top of your game and going flat out, while being aware of your surroundings and being able to make a split-second decision.



SPEEDS
UP TO
100
km/h

THE TRAINING

Hans-Christian & Lars-Peter Rosendahl

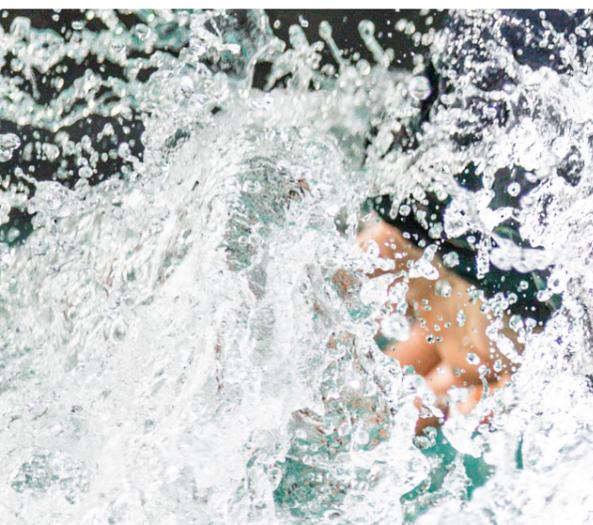
Are there any tests you carry out to see how race-fit you are?

Hans-Christian:

Regarding measuring our physical shape, we do tests on the grinding machine. The difficulty is replicating the same conditions as on board the boat. However, using the grinding machine is the closest we can get to the level of physical activity we will face during the race. We do measure our level of fitness through a variety of grinding machine tests, such as short tests of 30-second intervals and longer tests that can last up to 20/25 minutes. This gives us a better idea of performance levels during short, explosive bursts, as well as an overall picture of our performance throughout the race.

DID YOU KNOW?

A grinding machine looks and functions much like a bike pedal. It's a cyclic motion where you synchronize a pushing and pulling movement like professional cyclists do, except with your arms. Power is generated from the hips and upper body, engaging and working multiple muscle groups.



Lars-Peter

We also have a test called the '10-Metre Murder' – great name, don't you think? This test takes us to the physical and mental limit, to the point where you must decide – am I going to persevere, or quit?

Basically, you grab a stopwatch and head to a track. Set it for 1 minute and run 10 metres, resting for the time remaining in the minute. Next, run 20 metres, resting for the remainder of the minute. Keep adding 10 metres until you can't beat the clock. It starts off nice and easy, by the end, your legs are burning and it really lives up to its name.



What types of training are most important for a grinder?

Lars-Peter:

Cardio is a big part of a grinder's life and job on the F50. You need to be quite strong but not necessarily as strong as for example, power lifting. As a grinder on board an F50, you're doing a lot of reps compared to other types of sailing, such as the old America's Cup. We also go for a longer duration and multiple times a day, which sets us apart from other types of racing.

The training we do involves a lot of intervals on the grinding machine, rowing machine, assault bike, as well as a mixture of core and strength exercises. We sometimes end an interval session with a variety of agility exercises, which helps us when it comes to moving around the boat when we're really tired.

THE TRAINING

Hans-Christian & Lars-Peter Rosendahl

What are the most important muscle groups for you? How would that differ compared to another role on board?

Hans-Christian:

Upper body strength is the most important area for us. Because grinding involves both push and pull actions, we focus on a variety of arm, shoulder and chest exercises. Then we need to have strong legs. To get maximum grinding efficiency, we need to have a stable platform, so strong legs are key. The other members of the crew on board need to be in good shape to be able to move around as quickly as possible, but since the power of the boat comes from the grinders we need to be strong and heavy (within reason) in order to be as powerful and as robust as possible.



WE CONSUME
AROUND
5,000
CALORIES
PER DAY



THE MEAL PLAN

Hans-Christian & Lars-Peter Rosendahl

Do you have a set diet or meal plan that you follow when you're training?

Hans-Christian:

I don't have an exact meal plan that I follow during training, but I do have some guidelines that I follow very closely. Every morning I eat oatmeal, eggs and fruit. I also always have protein shakes with greens, nuts, berries etc. after the gym or racing. This is a great way to get some more calories in without feeling like you're having another meal. I eat a lot of greens with every meal, as well as foods with high fat and protein content. When racing, I would definitely eat more carbs, but I'd steer clear of white carbs such as bread and pasta. Typically, we try to eat three big meals and three big snacks or smaller meals every day.

And how hard is it to stick to this diet?

Lars-Peter:

It can be really difficult sometimes, because we need to consume such a huge number of calories. I often find myself feeling full but still having a lot of calories to consume.

THE MEAL PLAN

Hans-Christian & Lars-Peter Rosendahl

What is your calorie intake each day?

Lars-Peter:

It depends on whether we are trying to gain or lose weight. However, I'd probably estimate that we consume around 5,000 calories per day. This can go up and down depending on what kind of training we're doing.

Do you have bulking and shredding periods?

Lars-Peter:

During our off season, which isn't very long, we try and bulk up as much as possible. Compared to the rest of the crew, Hans-Christian sometimes needs to gain a little more weight so he would increase his eating and his calorie intake. Luckily for him, this allows him to eat a little dirtier, such as fattier food and sugary snacks.

What's your target weight before going on the boat?

Hans-Christian:

Our optimum weight as grinders would be around 98 kg (216 lbs), but for the pre-race weigh-in we'd aim for around 96 kg (211 lbs).

Do you have an exercise regime you can share with us?

Hans-Christian:

We do have a variety of exercise regimes we use, depending on the time of year and the training intensity level we're aiming for. It also depends whether we have access to a gym or if we simply can't make it.

There is a killer workout that we use that enables us to work out and keep fit no matter where we are. It contains five sets of various exercises, consistently getting harder. We would repeat this workout a couple of times. This type of training pays off later in the race as we start to tire.

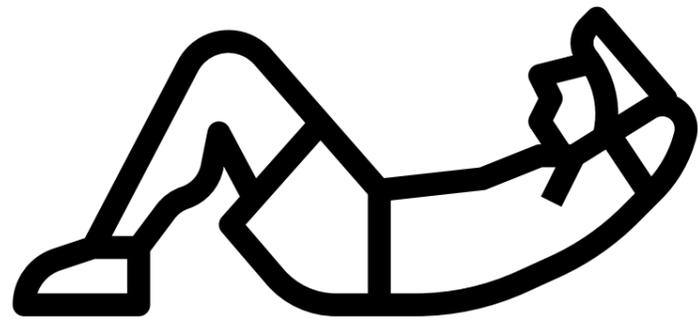


THE GYM GUIDE

KILLER WORKOUT

	SET 1	SET 2	SET 3	SET 4	SET 5
BURPEES	10	10	10	10	10
PUSH-UPS		25	25	25	25
LUNGES			50	50	50
SIT-UPS				100	100
AIR SQUATS					150

We don't always have access to a gym but with this workout we can train anywhere, any time.





THE GYM GUIDE

STRENGTH & CONDITIONING WORKOUT

Exercise 1:

A superset:

- Bench press x5 reps (heavy weight)
- Cable rows x15 reps (lighter weight)

4 sets of each in total

Exercise 2 :

A superset (heavy weight):

- Incline dumbbell bench press x1 rep (7 seconds down and 7 seconds up)
- Incline dumbbell bench press x7 reps (normal speed)

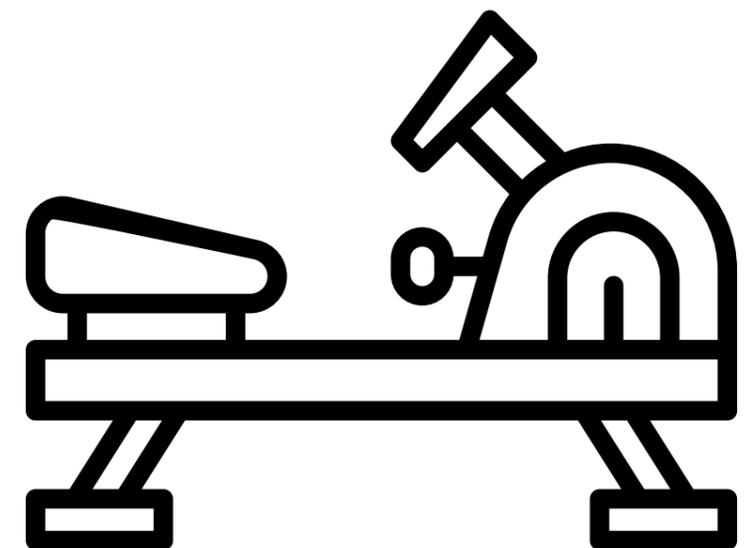
4 sets of each in total

Exercise 3:

EMOM (Every Minute On the Minute) for 12 minutes:

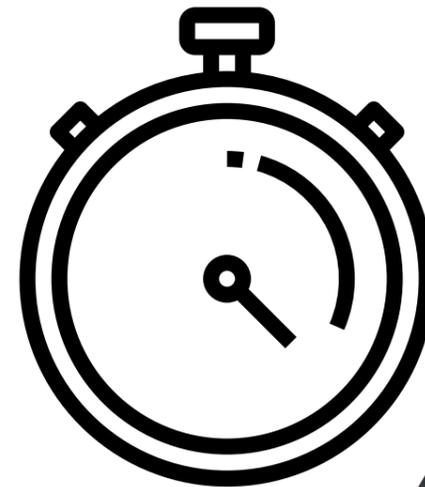
- First minue - 6-8 weighted push-ups (rest for the remainder of the minute)
- Second minute - 8-10 dips (rest for the remainder of the minute)

Repeat until 12 minutes is up



THE GYM GUIDE

AMRAP - As many reps as possible



Set 1:

AMRAP 5 minutes:

- 60-metre walking lunges (no weight)
- 35-Abmat sit-ups
- Max calorie row

REST - 2 Minutes

Set 2:

AMRAP 5 minutes:

- 30-metre double dumbbell hang walking lunge (22.5kg weights)
- 50 Abmat sit-ups
- Max calorie row

REST - 2 Minutes

Set 3:

AMRAP 5 minutes:

- 60-metre walking lunge (no weight)
- 50-Abmat sit-ups
- Max calorie row

REST - 2 Minutes

Finisher:

- Gunz dumbbell (12.5kg weights)
- 15-second chin hangs + 10 wide grip dumbbell curls
- 15-second chin hangs + 10 twist curl
- 15-second chin hangs + 10 close touch curls

Each exercise is done twice by each of us, alternating every set, so we do 6 sets each overall.



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