

Clagett Dave and Dave Fall Series
Session 4, October 20, 2020

- 00:25:01 Stephanie McLennan: kevin turn your video off please
- 00:28:07 Wendy Frazier: I might have to slip away for a few. Contractor on way.
- 00:30:21 Laura Cammidge: Does your decision ever depend on where you would intersect the starboard boat
- 00:32:13 Dave Perry: Hi Laura - absolutely yes. My rule of thumb is: if I am on port and cannot get any part of my boat across S, I will always duck (never leebow). Typically, it is only when S would hit P about amidships that P should even consider leebowing. A leebow tack that does not work is TERRIBLE, because P will get sailed over and will have to tack to port to clear her air...a huge loss
- 00:35:59 Laura Cammidge: Thanks Dave, Yeah that makes sense and is easy to remember!
- 00:40:33 Dave Perry: (from Roger Strube) Light air, shifty winds. How much is lost by tacking too many times chasing wind shifts as the current pushes you back?
- 00:43:02 Dave Perry: To Roger - if the current is the same across the course, it is the same factor on everyone, so it is neutral. Each time a boat tacks it loses speed and loses more speed in light air...so in light air, tacks are more costly. Perhaps you lose 2 boat lengths in light air when you tack. You need to be sure you have gained more than two lengths when you tacked. But the current doesn't change that equation because the current is moving everyone in the direction the current is going.
- 00:43:52 Laura Cammidge: When sailing in tide - particularly strong tide, what would you advise for how to judge laylines?
- 00:44:32 Shari & Steve Stahl: Why would taking a lift be a problem on the layline?
- 00:45:41 Shari & Steve Stahl: it seems it would take you away from the layline, but inside the square
- 00:46:44 Dave Perry: lots of trial and error - the more you try, the better you get. One trick, if you are returning to the same mark a second time, is notice what the land reference is behind the mark the first time. What land do you need to get behind the mark to make the mark. Yes, the current often changes, but not a lot in 30 minutes or so. Another rule of thumb is be safe and go farther than you think you need to. That is better than having to make two additional tacks to get around the mark.
- 00:49:06 Dave Perry: Hi Shari - if you are on the starboard tack "layline" that means you will sail a close-hauled course on starboard tack and arrive at the mark. If you get "lifted", that means you can head up (your new close-hauled course is higher than before). Now if you go straight, you will end up well to the right of the mark, meaning you have to bear off to get to the mark - you have sailed extra distance which is a loss.
- 00:50:41 Shari & Steve Stahl: But wouldn't that be true if you were in the the middle or left or right of middle
- 00:51:52 Laura Cammidge: Cool, thanks.
- 00:52:40 Dave Perry: If you were in the middle and got lifted, you can still sail on a close-hauled course. As long as you can continue to sail close-hauled, you are sailing towards the windward

Claggett Dave and Dave Fall Series
Session 4, October 20, 2020

mark on the shortest course. But once you get lifted above the layline, then you have to bear away and sail on a reach to get to the windward mark, meaning you have sailed extra distance.

00:55:28 Laura Cammidge: How far away would you typically judge and want to be on a lay line ready to go round the mark? For both up and down wind (and if it changes with / without a spinnaker) marks?

00:55:48 Shari & Steve Stahl: Hi again, Am I correct that getting lifted brings you towards your mark (inside the square), while being headed pushes you away from the mark (outside the layline in this case)

00:59:19 Dave Perry: Hi Laura...the most important thing upwind (and down) is clear air. You never want to get to a layline if another boat can come tack or gybe on your wind. You are going to lose a LOT. So, most boats try to avoid getting to the layline until they are near the mark (a few boat lengths away). Also, as Dave just said, the wind shifts, so if you hit the layline a minute away, it may not stay the layline over that minute, and you lose either way the wind shifts.

01:02:25 Dave Perry: Hi Steve and Shari - getting lifted means you can sail higher than you were sailing before. Let's say you are on starboard heading 270 on your compass. If you get a 10 degree lift you will be heading 280. If you are aiming at the windward mark when you are sailing 270 (meaning you are on the layline) and get lifted 10 degrees, you will be turning to the right "away" from the windward mark. If you are heading 270 and get headed, you will be aiming 260. You will be turning away from the mark, and will no longer be on the layline.

01:03:03 Laura Cammidge: Sounds good :)

01:03:33 Laura Cammidge: Judging short lay lines is much easier!

01:05:10 Shari & Steve Stahl: So lifted is towards the wind and headed is away from the wind?

01:08:09 Dave Perry: yes, essentially - I realize the terminology is unique to the sport. If you are sailing upwind on starboard tack, your apparent wind angle might be 45 degrees. If the wind shifts 10 degrees to the right, now your apparent wind angle is 55 degrees, so you can head up 10 degrees. That is a lift. Conversely if the wind shifts left, now your apparent wind is 35 degrees and your jib is starting to luff. You need to bear off to keep your 45 degree wind angle, so you bear off...that is a header.

01:13:10 Shari & Steve Stahl: Thank you... never had a definition before.

01:14:16 Dave Perry: thanks - keep asking - there is a whole language used in the sport and it is so important that people understand the language, otherwise you can't understand the meaning. Keep asking for clarifications!

01:29:27 Laura Cammidge: At what point / how close would the leeward boat have to be before it changes and the leeward boat starts to suffer?

01:32:10 Dave Perry: as Dave said, it depends on where the wind shadow of the windward boat is. Normally your apparent wind is around 35 degrees from the bow. If the windward boat is 35 degrees off your bow, you are in their windshadow. If they are 45 degrees back, as they were in Dave's

Clagett Dave and Dave Fall Series
Session 4, October 20, 2020

photo of the 2.4's, then your wind is clear. Dave is about to talk about how far back you need to be for the other boat;s wind shadow to affect you.

01:32:52 Dave Perry: or I mean, how far back you need to be so the windshadow does NOT affect you.

01:39:55 Laura Cammidge: Thanks, the descriptions and diagrams together really helps.

01:51:09 juliettemclennan: I would like to thank everyone again for attending tonight and I would like to thank the Roxe Foundation again

01:52:29 Chris Naughton: Really good information/tips. Thanks for sharing. Take care.

01:52:43 dmkh: Thank you! Another great presentation!

01:52:56 Peter Phillips: Thank you so much Daves for another great session!!!

01:53:01 Laura Cammidge: Thanks Daves!

01:53:15 Audrey Kobayashi: thank you!

01:53:17 CHAAR Hafsa: Thank a lot, great session!

01:58:35 dmkh: Thank you!

01:58:38 Debbie Reinhart: Thanks!

01:58:51 Debbie Reinhart: Will send my question to Sara