

June 13th Clagett Regatta: Daves Master Class Chat

- 00:19:51 Stephen Reichenfeld: So about \$50 CDN?
- 00:20:36 Laura Cammidge: When sailing in current, particularly strong current like the Solent and Cowes, how do you judge mark rounds?
- 00:23:01 Wendy Frazier: Thank you!
- 00:25:45 Dave Perry: to judge your path to a buoy in current, someone on the boat looks through the buoy and watches the land behind the buoy - the land should be holding still behind the buoy. If the land is moving behind the buoy, then you have to adjust your course until the land stands still behind the mark. If you can't see land, then using a handheld compass is useful. Look at the buoy through the compass. The bearing of the mark should remain the same. If the bearing is changing, then adjust your course so the bearing stays the same.
- 00:27:21 Laura Cammidge: Thank you!
- 00:28:06 Emily Whitman: I mostly sail on the Metedeconk River and the Barnegat Bay. Why don't we have current?
- 00:29:54 Rick Doerr: they say in the Great Lakes at High
- 00:30:35 Rick Doerr: high pressure/ low pressure will cause current?
- 00:31:16 Dave Perry: I suspect there is current on the Metedeconk River, but it may not be strong. The Bay is not a river. It is more like a swimming pool that gets filled by some outlet/inlet to the ocean. Barnegat Bay is very shallow as you know, so the rise and fall of water from high tide to low tide is very small, so there is very little movement of water (current).
- 00:31:31 Laura Cammidge: How do double tides work?
- 00:31:35 Laura Cammidge: What do you do and how do you priorities, if you have different tidal conditions and currents throughout the race course?
- 00:32:26 Dave Perry: Hi Stephen - yes, Elvstrom at the age of 19 holding his Firefly - the boat he won his first of four consecutive Gold Medals in.
- 00:35:22 Dave Perry: I don't know much about "double tides". The concern to sailors is the current - the movement of the water, because we are floating on the water, so we need to know whether the water is moving us towards or away from where we are trying to go. If the current is different in different places on the race course, we need to figure out where the current will help us the most / hurt us the least...and go there.
- 00:37:26 Laura Cammidge: Sure, thanks
- 00:54:54 Laura Cammidge: If in current, should you try and sail the lay line for a shorter or longer than time compared to normal?
- 00:55:54 Stephen Reichenfeld: Dave P. and I have been having a brief chat about Paul Elvstrom prompted his picture today. Here is a link to an article on Elvstrom from Sailing World which reinforces much of what D2 have been sharing with us ... <https://www.sailingworld.com/according-to-paul-elvstrom/> A good read.
- 00:56:15 Dave Perry: Hi Laura - I just realized I answered your question about double tides to just Stephen...here's my answer to that question
- 00:56:23 Dave Perry: I don't know much about "double tides". The concern to sailors is the current - the movement of the water, because we are floating on the water, so we need to know whether the water is moving us towards or away from

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- 00:56:33 Stephen Reichenfeld: So, at what point do RC's take current into account?
- 00:58:22 Dave Perry: Laura - to your question about laylines, you never want to get to a layline until right before the mark. As David just said, in current you sail the longer tack first (the tack that is taking you to the farther away layline)...another way to say it is "sail the upcurrent tack first" - the tack taking you towards the direction of the current
- 00:59:26 Laura Cammidge: Cool, yeah that makes sense :)
- 01:06:20 Spencer Raggio: If you luff up to take a wind shot, will you initially be luffing to the true wind (as the boat comes to a stop) and then slowly start to see the sailing wind (as the current starts to affect the boat)?
- 01:07:42 Emily Whitman: Is current typically stronger in the middle of a river where it's deeper?
- 01:08:20 Dave Perry: Negative ghost rider...the current (movement of the water) is always moving...so the boat is always moving with the current, regardless of the direction or speed of the boat. So the current is affecting the wind at all times, and the wind the boat is feeling is the actual apparent wind the boat is sailing in.
- 01:08:27 Emily Whitman: Is it better to stay on the sides of your race course then?
- 01:09:05 Dave Perry: to Emily - yes, the current is stronger in deeper water...and less strong in shallower water
- 01:10:38 Dave Perry: To Pauline - the apparent wind caused by the current moving the boat through the air is blended in with the apparent wind caused by the sailing speed and angle of the boat. The only way you could feel the current apparent wind is if there was NO true wind. Then any wind you feel has to be caused by the current moving you through the air.
- 01:11:01 Laura Cammidge: What would be suited to a Sonar?
- 01:11:35 Pauline Dowell: Thanks Dave!
- 01:13:06 Laura Cammidge: Sorry, wasn't sure if Sonar was included. Thank Dave
- 01:13:18 Dave Perry: to Emily - it depends on which way you are trying to go and which way the current is going. If the current is moving you in the direction you are going, then you want to be in the strongest current. If the current is "against" you (moving you away from where you want to go), then you have to get out of the stronger current.
- 01:18:40 Tim Ripley: Does that also apply to AC foiling. Boats?
- 01:19:30 Dave Perry: yes - the current is the movement of the entire area of water that the boats are sailing in, even if the only thing in the water is the foil...
- 01:22:23 Tim Ripley: Good Stuff Daves! Thank You!
- 01:22:25 Dave Perry: Hi Tom Duggan!
- 01:22:30 dmkh: a lot to take in and learn! thank you!
- 01:23:12 Colin Smith: Very well done if a bit confusing. Good job Dave!
- 01:24:44 CHAAR Hafsa: Thanks a million, great session !

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01:24:54 Emily Whitman: Thanks Daves!
01:25:22 dmkh: yes, it did
01:25:46 dmkh: I know I would~
01:26:44 Spencer Raggio: Thanks Dave and Dave, great stuff! Looking forward to the protest hearing next week!
01:26:58 dmkh: Thank you!!!
01:27:01 Jen French: Thanks!
01:27:09 Hal Smith: Huge tahnks
01:27:13 Peter Eagar: thanks very much!