

## May 16<sup>th</sup> Clagett Regatta: Daves Master Class Chat

- 00:28:15 Dave Perry: hello everyone...this is the other Dave - Dave Perry. I will be in here the whole session. Ask me questions! share your confusions! share your opinions too! This will be FUN!
- 00:28:22 Peter Wood: hello all
- 00:28:43 Peter Eagar: hi everyone!
- 00:29:41 Audrey Kobayashi: Hugs and kisses
- 00:45:05 Jahn Tihansky: Thanks Dave(s)! Nice to see a lot of the Navy Offshore Team on the call!
- 00:48:28 Laura Cammidge: In a sonar how far apart would you do a training run / checking for speed up wind or at any other angle?
- 00:48:32 Roger Strube: Using GPS to measure boat speed: Set your "GoTo" mark 1500 miles directly up wind. Set GPS for large numbers Speed and VMG. Adjust sails, course to max VMG up wind. Sam works downwind for tacking angles. Make changes and watch VMG.
- 00:49:18 Rick Doerr: we would typically set up ~2 bl apart
- 00:49:59 Laura Cammidge: Thanks. Does it change in different conditions?
- 00:50:18 Dave Perry: To Laura's question about how far apart to be in a speed test, I like to be about 2 lengths apart with the windward boat's bow slightly behind the leeward boats. Any more than that and you may not be in the same wind. Any closer, and one boat begins to affect the other psychologically and physically.
- 00:50:37 Dave Perry: nice Rick - great to see we are on the same page!
- 00:50:51 Rick Doerr: we always try to keep it the same
- 00:51:33 Laura Cammidge: Cool, thanks Rick and Dave!
- 00:57:04 Jahn Tihansky: frequency of bouncing through waves?
- 01:00:51 Laura Cammidge: As a main trimmer (not the helm) what would you look out for to feel the groove?
- 01:02:41 Rick Doerr: telltales best for the main trimmer
- 01:03:27 Pauline and Grace: what if you don't have any battens?
- 01:04:37 Dave Perry: here's my answer to Laura's question about what the maintrimmer should be thinking about: Hi Laura...ask the driver how the helm feels (is there any tug on the tiller)? if there is some tug on the tiller, then you, the maintrimmer, needs to balance the boat (remove the tug). usually it means easing the mainsheet slightly, but sometimes you can pull the backstay on a touch or lower the traveler. The driver should always be describing the feel on the helm.

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- 01:06:04 Siobhan MacDonald: You mentioned not relying on technology for boat speed, what about the use of a compass/knowing the apparent wind angle
- 01:11:04 Dave Perry: Hi Siobhan...knowing the apparent wind angle isn't really a boat speed thing, unless you are on a large boat (over 40' or so) and you have more options for sailing closer to the wind. Most boats, and especially boats under 30' have a very narrow range of sailing close-hauled. So don't worry about \*what\* your AW angle is, and just find the best angle that works for the boat in the wind and water conditions. Knowing your AW angle tells you how many degrees you are tacking through, which is helpful for calling the layline to the windward mark.
- 01:13:31 Laura Cammidge: What would be your process / order be for checking for boats speed?
- 01:16:32 Dave Perry: as Dave said, the speed reporter is the MOST important boat speed information stream. It should be constant. It tells the boat if it has a problem to solve, and what that problem is. Let's say you are hearing that you are "lower and even". That means your boat's speed is fine, but you are not pointing as well. Maybe a little trim of the main, or flattening of the boat, or easing the jib because it is TOO tight. But if the issue is slower and lower, then you need to (a) build speed first, and then (b) try to point better. Always solve the SPEED problem first. Often that solves the pointing issue as well.
- 01:19:41 Audrey Kobayashi: How about a 2.4 in third
- 01:21:12 Laura Cammidge: Thanks Dave :)
- 01:23:14 Laura Cammidge: When would you use the traveller over the mainsheet? Finding the balance between the two?
- 01:25:45 Rick Doerr: I find the trav works good for small adjustments (2-5 knot puff), main sheet for more gross adjustments.
- 01:26:01 Dave Perry: that's a good question. It is always trial & error. The problem you are trying to solve obviously is that there is a tug on the helm. If you ease the mainsheet and add more twist, you will lose pointing (you will be a little lower). But you may be faster and that may be a net gain, or the extra speed may result in less side slipping (leeway). But easing the traveler keeps the main twist the same. My rule of thumb is: in fat water I play the traveler more, and in choppy water I play the mainsheet more
- 01:26:33 Stephen Reichenfeld: Too much helm ... Ease traveller, more backstay ?
- 01:30:43 Stephanie McLennan: thank you Dave square
- 01:32:48 Steven Edenson: Thank you.....
- 01:33:05 Wendy Frazier: Thank you. Good to see so many familiar faces!
- 01:33:09 Brian Burgess: Thank you to the Daves!
- 01:33:16 Jen French: Thanks Dave's!

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- 01:33:24 Laura Cammidge: Thank you, it's been really helpfull
- 01:33:24 Alicia Damley: Thank you!
- 01:33:38 Stephen Reichenfeld: Awesome DD. Great to be getting our heads back in the game. Sailing this afternoon here at Chestermere!
- 01:33:38 Jahn Tihansky: Good to see you Siobhan!
- 01:33:45 Spencer Raggio: Thanks Dave and Dave!
- 01:33:57 Siobhan MacDonald: you too Jahn!
- 01:33:58 Hal Smith: Thanks guys. Terrific.
- 01:34:08 Peter Phillips: Excellent job - Thank you!!!
- 01:34:42 Peter Eagar: thanks very much Dave ! have a great week everyone!
- 01:34:46 Wendy Frazier: Take me Steven R. !
- 01:34:55 Stephen Reichenfeld: Great point and totally within your control before you leave the dock.