

- **Pauline Dowell**29:03

Hey Dave/Santa!

- **Stephanie McLennan**29:04

Hi

- **Eric Rose**29:05

hi

- **Laura Cammidge**29:14

Hey

- **CHAAR Hafsa**29:35

Hi everyone, from Montreal

- **Dave Perry**29:37

Ho Ho Ho!

- **Erick Poirier**32:45

Hi everyone!

- **Pauline Dowell**33:28

Dave, last week I had a bad connection I missed the bit about "barging" does barging only happen at the boat end?

- **Colin Smith**33:46

Hi all!

- **Charles**35:29

Just curious on your opinion-do you think classes allowing ProStarts or similar GPS devices is a good thing for the sport?

- **Paul Coleman**35:29

Great point thank you

- **Dave Perry**35:37

Hi Pauline - "barging" is simply when a windward boat tries to squeeze in between a leeward boat and a starting mark. So it could happen at the pin end if the boats are on port tack.

- **Pauline Dowell**36:09

If you're over early isn't it better to be at an end?

- **Dave Perry**36:56

sure, but you are more likely to be over early near an end, especially the pin end...so better to be safe than sorry!

- **Stephanie McLennan**37:29

Would you say that the starting line is too small

- **Dave Perry**38:52

to Charles about GPS devices - technology is expanding. Some classes prohibit such devices; others allow them. Sailors can choose what style of racing they like. I personally prefer to race without the GPS assistance.

- **Pauline Dowell**39:33

I can't navigate land without GPS... 😊

- **Laura Cammidge**40:11

Does the low and high risk scenarios Dave is talking about apply to all types of start line? Does it change if the line has a byes / isn't square or if there is tide, or other factors?

- **Dave Perry**40:47

regarding the line length, if there is a midline bulge or a lot of general recalls, then it is too long. But if it's really long, it reduces the amount of space on the first beat and can put a lot of boats pretty far behind if the line is skewed...so it's a balancing act.

- **Dave Perry**42:33

Hi Laura - what Dave is talking about is risk management. The best sailors tend to be more conservative on the starting line, figuring that they can get an OK start everytime, and then use their good boat speed, boat handling and smart tactics to move up to the top of the fleet...and try to have a good average finish every time.

- **Laura Cammidge**45:45

Cool, thanks Dave. Yeah, a good safe start sounds good.

- **Dave Perry**47:36

Thanks Laura - remember - if there is a strong bias to one end or the other due to angle of the line, current or a big windshift, it actually gets MORE risky to be near the "favored" end because it is usually MORE crowded...so it is almost better to slide up or down the line a bit when one end is heavily "favored":.

- **tim brown**49:14

Hey Dave. Would a start ever be on a broad reach or downwind?

- **tim brown**49:59

Or beam reach

- **Dave Perry**52:13

Hi Tim. sure, reacing or downwind starts are more common in bigger boat racing where the boats are sailing under different handicaps as opposed to one-design fleets. Typically the first leg is much longer and the fleet spreads out naturally due to the different speeds of the boats. Downwind starts are FUN. But you rarely do them in one-design classes.

- **Wendy Frazier**52:41

In a recent race, everyone fought for the pin end. I had a horrible start and ended up quite away from the start line by the committee boat. I took a chance and once I crossed the line, I went to port take. I ended up 5th out of 10. I got lucky.

- **Dave Perry**53:34

Hi Tim...the other reason bigger boats have offwind starts is that often they are racing to a destination, like an island or something. So the starting angle is completely dependent on the wind direction at the start.

- **tim brown**54:40

Got it. Makes sense. Thanks Dave.

- **Dave Perry**55:01

Hi Wendy...I bet one reason you ended up mid fleet after your start is that you had clear air for most of the leg. That is a HUGE beneficial factor as Dave D said when describing his "Nice" start.

- **Wendy Frazier**56:00

Now if I was on the line at the start and did the same thing :)

- **Pauline Dowell**57:04

Can you "slide" in all kinds of boats?

- **Dave Perry**57:13

YUP - that was another of Dave's "Nice start" factors - being on the line (easier to do when it is not crowded around you, which is another reason to stay away from the crowds at the "favored" end.

- **Charles McClure**58:24

Nice work, Wendy! One of the Dave (Perry)isms that is a common refrain in my head goes a little something like this:"The races where you turn a 10 into a 5 (or any other big number into a smaller number) that really decide a regatta."

- **Dave Perry**58:28

Hi Pauline - absolutety YES - it takes practice - and Dave is explaining how to do it right now.

- **Pauline Dowell**59:22

Even a laser?

- **Laura Cammidge**59:51

What would you recommend for a downwind start? We do them every so often. And would your tactics and strategy change from sailing in a one design fleet to a handicap fleet?

- **Dave Perry**01:02:36

it's even more powerful in a dinghy like a Laser. You can push the boom out to leeward so it slightly fills with wind (backfills) - and that backwinding pushes the boat to windward. But it is illegal to scull (wiggle the tiller hard) to windward to offset the backing of the sail...so you have to be gentle with backing the main. Also, when you are moving to windward it is called "crabbing" and you have to keep clear of boats to windward of you under rule 22.3. So you can't slide sideways into a windward boat. Just do it enough to get close to them so you can be high in your hole (space between the boats to windward and leeward of you).

- **Laura Cammidge**01:03:56

As a Jib trimmer, how do you know when to trim and when to let the sail flap when sliding sideways?

- **Dave Perry**01:04:20

Hi Laura - if you are doing a downwind start in one-designs, you want to try to be in a position to be inside the other boats when you get to the first mark. But the most important factor is always CLEAR AIR, so I try to start and sail in clear air as long as possible, especially in lighter wind.

- **Pauline Dowell**01:07:50

You sighted people and you "line sighting" grrr! 🙄

- **Dave Perry**01:08:11

when you are sailing above a close-hauled course, the jib has to be luffing. If you trim the jib, it may backwind and you end up on port tack. Sometimes the skipper needs the crew to back the jib to starboard to push the bow back down to a close-hauled course and not accidentally fall onto port

tack. Sometimes, the skipper needs the crew to trim the jib to get some speed (flow on the keel). So the crew needs to keep their ears open and even try to anticipate what the skipper may need from the jib.

- **Dave Perry**01:08:45

Kai is your line sighter!

- **Laura Cammidge**01:09:42

Thanks for the great answers.

- **Dave Perry**01:10:06

Thanks Laura for the great questions! keep 'em coming!

- **Laura Cammidge**01:10:22

Last year's Cowes Week we had a very memorable downwind start, where we were clear ahead with space around us, and had an amazing start, but there was a wall of Sonar spinnakers behind us a little way back!!

- **Charles McClure**01:10:44

Any tips on how to compensate for line sag if you're on a starting line where line sights are difficult to get (if the pin end of the line is in open water etc)?

- **tim brown**01:12:12

Hey Dave. Can you define steerage way?

- **tim brown**01:14:00

Thanks Dave D!

- **Crew**01:14:17

how can you recover from having no steerage way? back the jib right?

- **Dave Perry**01:14:28

Hi Charles...often you can get a line sight through the committee boat when there isn't a good shore through the pin. Also, I find that if I look over my RIGHT shoulder, I can tell where the line is better than when I look over my left shoulder back to the committee boat. Often I have my crew stand and "draw" the line on the water based on where the two ends are.

- **Walt Raineri**01:15:11

As a general rule, is the length of the line equal to the length of the numbr of boats in the fleet? In some of your examples, it appears that the line is shorter than that.

- **Charles McClure**01:15:18

Great. Thanks, Dave!

- **albertpierce**01:16:16

Would current affect your choice of end?

- **Dave Perry**01:16:22

No steerage way means no flow over the centerboard or keel. To get steerageway you have to get flow, which means putting the bow down slightly below close-hauled (and you may have to get some help from backing the jib to get the bow down). Once you get flow (few seconds) then you stick it back up again to continue "moving sideways".

- **Dave Perry**01:18:57

Hi Walt - if the line length is the number of boats times their length, that should be plenty of space. Often when the boats are larger (over 25') or it's very windy, often the RC gives the fleet a longer line for safety. But sometimes, if the first leg is short, the RC gives the fleet a shorter line. It makes it harder for everyone, which just means it is more a challenge (and stay away from the crowded ends).

- **Laura Cammidge**01:19:08

If you had the choice of starting in good current or good wind what would you priorities?

- **Pauline Dowell**01:20:07

Oooh! Laura, good question!

- **Dave Perry**01:20:52

Hi Albert - current DEFINITELY affects the choice of end. If the current is coming with the wind or moving left to right down the line, stay away from the PIN end! If against the wind or left to right, stay away from the BOAT end.

- **tim brown**01:21:40

Thanks Dave P! Another question for you. I have a copy of "Winning in One Design" in paperback. Love what I've read so far, but it's a bit tough for me to page through it. Is it available anywhere in e-book form - Kindle or iBooks?

- **Dave Perry**01:22:58

Hi Laura - it is rare that the current will be different at one of the starting line from the other. CLEAR AIR and being ON THE LINE somewhere are the two most important factors. But as Dave said, you also need to be aware of your first beat strategy. IF there is better current on the left side of the course, then you need to work left, which means you will want to start somewhere left of middle on the starting line.

- **Dave Perry**01:24:53

Hi Tim...currently Winning in One-Designs is not available digitally or electronically. But I am hopeful to have it available in that format in 2021.

- **tim brown**01:25:56

Awesome! Looking forward to it

- **Laura Cammidge**01:28:28

Cool, thanks!

- **Laura Cammidge**01:28:29

Sorry maybe didn't explain it that well. If you want to start near inshore with less current, but the wind isn't great, while the other end of the line has decent stable wind but there is also more tide.

- **Dave Perry**01:30:31

if there is more than say 1/2 a knot of current, I would prioritize the current over the wind. If I can start in lighter wind but in more good current, I usually take the current...as a general rule.

- **Laura Cammidge**01:31:06

:)

- **CHAAR Hafsa**02:06:11

Thanks a million Dave. Great one!

- **Peter Phillips**02:06:28

Thank you Dave and Dave - another great session!

- **Spencer Raggio**02:06:44

Great session Daves, thanks!

- **Brian Burgess**02:06:54

Thank you again Dave and Dave!

- **dmkh**02:06:55

Thanks! More great information!!!

- **Charles McClure**02:07:01

Always a pleasure having a front row seat to the Dave & Dave show!

- **Pauline Dowell**02:07:02

Thank you Dave D. And Dave P (Santa)!!

- **Duane Smith**02:07:22

Thanks to the Daves!

- **Erick Poirier**02:07:23

thanks !

- **Wendy Frazier**02:07:25

Thank you everyone!

- **Wendy Frazier**02:07:38

These seminars are awesome!

- **Laura Cammidge**02:07:51

Thanks to both Daves!

- **Wendy Frazier**02:08:12

Oh downwind. My weakness. Shhhh