Fall 2020 Clagett webinar The Daves
Session 3 Chat transcript
Tactics & Strategies on the Downwind Legs and Leeward Mark/Finish

00:23:01 Pauline Dowell: Wouldn't the 5 kt negate the 1 kt?
00:24:49 Laura Cammidge: How does it work down wind? Does it double?
00:25:38 David D: Since the two winds are coming from different directions, they don't negate each other — you add them together (as vectors) to get a resultant breeze, which is your apparent wind.
00:25:39 Wendy Frazier: So if you have wind indicators on your shrouds (yarn) what wind is it recognizing and how to you use this info?
00:26:39 David D: Laura Actually downwind your apparent wind gets less because your boat is moving away from the true wind, so your wind created by the boat is more or less subtracted from the true wind.
00:28:07 David D: Wendy — Telltales on your shrouds indicate your Apparent wind. So does your masthead windex. But the telltales on your sails show the wind that is flowing around the sail at that point,, which is dint from your apparent wind.
00:28:27 Wendy Frazier: Thanks Dave D.
00:31:08 David D: When you are going downwind, your apparent wind is usually quite a bit lighter than when you're going upwind. That's why it's hard to get a good feel for the wind and your proper sailing angle when you're sailing downwind.
00:32:28 Laura Cammidge: Thanks Dave. Was just wondering about wind sheer, and how it differs between the top, middle, and bottom telltales?
00:34:53 David D: Laura - Wind shear is a change in wind direction as you go higher off the water. There is almost always shear, but usually it is way higher than the tops of our masts. Once in a while it is very low and boats with taller masts might see a different wind direction at the top of their sails than at the bottom.
00:35:43 David D: With the smaller boats most of us sail, shear is almost never a factor that we should worry much about.
00:38:50 dmkh: can we get this in chat, slides are not loading, trying to take notes, but talking a little too fast!
00:39:18 Laura Cammidge: Cool, thanks! When the different levels of tell tails are showing differently - in something like a Sonar, is that more just the sail shape / trim, rather than the effect of any sheer?
00:39:35 Wendy Frazier: I see them
00:40:02 dmkh: Sorry, i have low bandwith, so some are loading, but mostly blurry
00:40:37 Wendy Frazier: Good thing they are recorded, I plan on going back to review later.
00:40:52 David D: Laura - Yes! It has to do with how tight the sail is trimmed and how much twist there is in the sail (i.e. how much curve there is in the leech)
00:41:39 tim brown: Hey Dave. Would you ever sail directly downwind?
00:42:24 Laura Cammidge: Thanks
00:42:30 David D: Laura - A rough guide upwind is to make it so all the telltales along the luff of your jib are luffing at about the same time. If the top windward telltale lifts before the others, a typical move is to move your jib lead forward slightly.
00:43:33 Pauline Dowell: Dave is there a trick like that for sailing downwind in a Blind Match race using audible signals?
00:44:03 Laura Cammidge: Would you do that ass you round the windward mark?
00:44:33 David D: Tim - My answer would be YES, sometimes it's fast to sail dead downwind. Not in light air, because then you have to head up to fill your sails and maintain speed. Not in a fast boat like a catamaran or skiff because those boats go so much faster when they head up a little.
00:45:23 David D: But in a Sonar or 2.4, when you have enough wind and you can wing your jib, it's very fast to go straight downwind to optimize your VMG (velocity made good) toward the leeward mark.
00:45:31 Charles: Why let off your outhaul? Don't you have more projected area downwind with it on?

00:47:34 David D: Charles - I personally don't ease my outhaul — unless I'm sailing a higher angle when there is sail flow along the sail. In that case a deeper sail can giver more power. But when you're going close to straight downwind, the sail flow around the sail is stalled so I go with the projected area theory.
00:48:08 Roger Strube: Down wind. Heel slightly to weather to put center of effort over center of Board/Rudder? Less rudder use should be faster.
00:48:46 tim brown: Lump = swell?
00:49:12 kay: yep
00:49:33 tim brown: Thanks!
00:49:40 David D: Laura — I was talking about jib trim when going upwind (but maybe I'm thinking ahead to next week too soon!). When you're going downwind, you would like to have the jib lead farther forward for best shape — usually the best thing, if possible, is to have the forward crew holding onto the jib sheet and keeping it forward a bit. But that can be hard to do physically.
00:49:40 Laura Cammidge: Sorry, when you say, move your jib lead forward, what do you mean?
00:50:27 Laura Cammidge: It's cool, it's great to know both :)
00:51:39 David D: Roger - Yes, goal is to minimize windward helm so you can keep rudder in the middle and minimize drag. So typically you adjust the angle of heel until you could essentially let go of the rudder and have the boat sail straight.
00:52:46 David D: On most boats the jib lead is on a fore and aft track. So you can move it a little forward or back to make the trim look good.
00:53:05 David D: That was a reply to Laura's question.
00:54:14 Laura Cammidge: Ah, jib cars! :) Thanks Dave for all the answers
00:54:50 David D: Tim - yes, lump basically = swell. But I think lump Is worse — more random and bumpy. Whereas a swell is usually smoother and more regular and doesn't interrupt your speed and sailing as much.
00:55:06 David D: No problem, keep em coming
00:58:21 Pauline Dowell: Dave was that dog yours?
01:02:01 Shari & Steve Stahl: I am not getting the concept of the "longer tack"
01:02:58 David D: Shari/Steve — Some notes on longer tack:
01:03:17 kay: it's key, so worth looking at the pages Dave shared by email
01:03:41 David D: The 'longer tack' is the tack (starboard or port) on which you will have to spend more time to get from your current position to the next mark.
01:04:11 David D: It's also the tack on which your bow is pointing closer to the next mark.
01:04:17 David D: Does that make sense?
01:04:50 Shari & Steve Stahl: yes, longer tack is the down wind leg
01:06:39 David D: From where you are, the longer tack (or jibe) is the tack on which you have to spend more time to get to the leeward mark. Unless you have a reason to do otherwise, it's usually a good strategy to sail the longer tack since that is optimizing your progress toward the next mark.
01:06:52 David D: More about that next week in windward legs
01:06:59 Wendy Frazier: Haha, I've made the mistake to forgot to see where everyone else is in the fleet.
01:08:11 Laura Cammidge: As the blue boat do you always want to keep the red one directly behind - should you defend both the leeward and windward side equally? If they are too fast which is the best side to let them pass on?
01:10:18 David D: Laura - You are right that it's difficult to protect both sides at the same time, so best to pick one. That choice depends on a number of factors such as: 1) which side of the downwind leg you favor, 2) where the leeward mark is; and so on
01:13:20 Laura Cammidge: Cool
01:14:44 Roger Strube: Looks like Punta Gorda FL.
01:15:47 David D: Laura — And if everything is pretty even and steady, you might choose the side where: 1) you will be inside when you get to the leeward mark; and/or 2)you will be on starboard tack when you come back together with that boat.
01:25:40 tim brown: Is there a penalty if you hit the mark?

01:26:39 David D: Tim - In most racing - YES! The penalty is a One-Turn Penalty, which means one tack and one jibe linked together.
01:27:50 tim brown: Got it. Thanks Dave!
01:27:54 Roger Strube: Lead 420 are heeling to windward
01:28:54 David D: Yes - Heeling to windward to A) make it easier to fill the jib; B) reduce wetted surface and C) minimize helm (rudder drag).
01:32:48 Shari & Steve Stahl: why not cross in the middle?
01:33:38 David D: Shari/Steve - Can you clarify your question?
01:34:01 Shari & Steve Stahl: he said cross the line at one or the other not the middle
01:34:43 Shari & Steve Stahl: Why?
01:35:59 David D: Oh, good question. If the line is short it doesn't really matter where you cross. But if it's longer, since one end is usually closer (i.e. farther upwind), you want to finish there and you will lose a little if you finish in the middle. Plus boats that finish right at the ends seem to know better when to 'shoot' the line and they seem to get the close calls.
01:36:48 Shari & Steve Stahl: thank you
01:43:20 Laura Cammidge: I guess its the same when sailing with spinnakers, but it might just happen slightly earlier on as there's more to do?
01:44:04 David D: Laura - What might happen earlier?
01:45:33 Aaron Dysart: thnx daves!
01:45:44 dmkh: Thank you very much!!!
01:45:45 Stephanie McLennan: yea
01:45:55 Debbie Reinhart: Thank you - looking forward to the video to go through it again and again.
01:45:59 Chris Naughton: Congratulations! Happy Anniversary!
01:46:00 dmkh: Happy Anniversary!!!!
01:46:05 Peter Phillips: Thanks a lot Daves!!!
01:46:06 CHAAR Hafsa: Congrats !!
01:46:16 Brian Burgess: Thanks Dave!
01:46:17 CHAAR Hafsa: Thanks a lot, great!
01:46:44 Wendy Frazier: Thanks all ! I want peanut butter lol