



Offset Calibrations

Do not perform these tests when wind shear is present.

- 1) Sail the boat close hauled with careful attention to the details of trim on one tack. You will want to duplicate the same trim settings on the other tack. You should sail by the telltales or the angle of heel or a method in which you can easily and consistently keep the boat "in the groove". The idea here is to maintain symmetry in the way you are sailing the boat, and to keep the boatspeed and apparent wind angle as stable as possible.
- 2) Record the boatspeed and apparent wind angle on each tack as often as you can while the boat is in good stable trim. Allow the boatspeed to accelerate and then level off after coming out of a tack. It is important to collect meaningful data from each tack.

CAL Boatspeed Offset Worksheet

		Example
Average boatspeed on starboard tack:	a_____	<u>6.40</u>
Average boatspeed on port tack:	b_____	<u>6.80</u>
Average boatspeed:	$(a+b)/2 = c$ _____	<u>6.60</u>
Half difference boatspeed:	$(a-b)/2 = d$ _____	<u>-0.20</u>
Present Cal Boatspeed Offset reading:	e_____	<u>0.010</u>
Set new Cal Boatspeed Offset reading:		
If Stbd tack faster, Cal should increase;	$(d/c)+e = f$ _____	<u>-0.020</u>
If Port tack faster, Cal should decrease		

CAL Wind Angle Offset Worksheet

		Example
Average apparent wind angle on stbd tack:	a_____	<u>-30</u>
Average apparent wind angle on port tack: (Note: reading is negative)	b-_____	<u>-22</u>
Half difference apparent wind angle	$(a+b)/2 = c$ _____	<u>4</u>
Present Cal Wind angle Offset reading	d_____	<u>1.5</u>
Set new Cal Wind angle Offset :		
If Stbd tack wider, Cal should decrease	$d-c=e$ _____	<u>-2.5</u>
If Port tack wider, Cal should increase		