



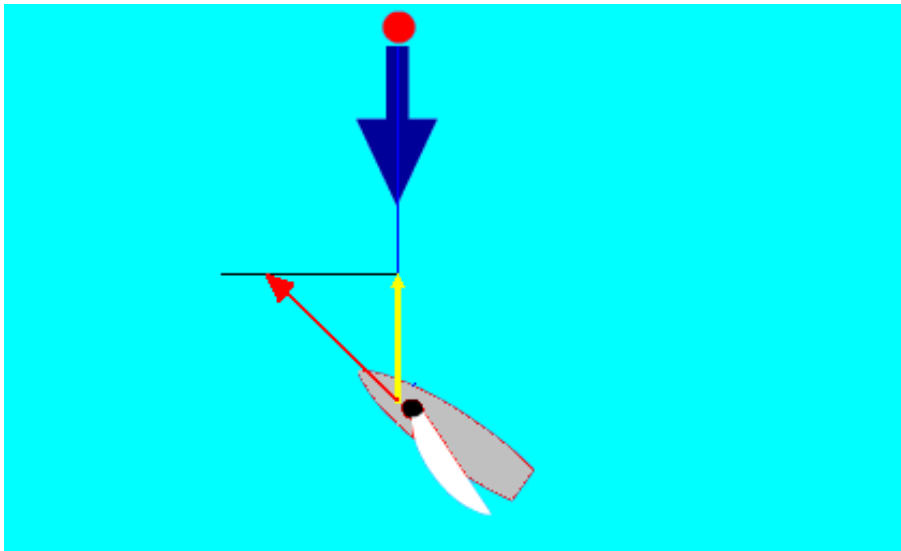
How to use the VMG?

As shown on the following sketch, the actual speed of the boat can be broken up into two perpendicular components: useful speed (your VMG) and wasted speed that does not help the boat to get upwind.

In this case VMG represents how fast the boat is getting upwind.

Optimizing VMG is far more important than just going fast. For example, if you sail perpendicular to the wind, you will go really fast but you won't get any closer to the windward mark and your VMG will be zero. On the other hand, if you point straight upwind you will not go anywhere, your speed will be zero so your VMG will again be zero. Somewhere in between head-to-wind and a beam reach lies the correct angle that will optimize your upwind speed and make you get to the buoy faster.

The calculation made by the SC200 of your VMG is based on your speed over the ground. Then your SC200 uses trigonometry to extract the component of your actual speed that is aligned with the reference wind direction that you have set.



In any case, sailing upwind or downwind, using the VMG will help you to get the best balance between course and speed.

Highest is the VMG, and better you are sailing!

It is necessary to follow the variation of your speed to interpret the VMG information correctly. If your speed is decreasing, your VMG value will also decrease. The variation of the current will also have an influence on your speed and on the VMG. Keep in mind to consider both effects.