# Settings H2000

|  |  |  |
| --- | --- | --- |
| DEPTH > DEPTH + CALBRATE > DATUM  | -2.0 | Depth |
| NAVIGATE > HEADING + CALBRATE > CAL VAL 1 | 72 | Heading offset |
| SPEED > BOAT SPD + CALBRATE > MANL CAL | 4.4 | Boat speed |
| WIND > APP W/A or MEAS W/A > CALBRATE + MHU ANGL | 0 | offset |
| NAVIGATE -> COURSE -> CAL VAL 1 | 18 | Compass18=ACP Pilot |
| NAVIGATE -> D/R COURSE -> CAL VAL 1 | 18 | Defaults to 94??? |
| PERFORMANCE -> HEEL | 2.5 | Offset |
| PERFORMANCE -> TRIM | 0 | Offset |
| NAVIGATE -> LEEWAY | 8? | Factor K -> 8-10? |
| RUDDER OFFSET | 0 |  |
| MOTOR -> VOLTS -> CAL |  | Battery |

## Damping

|  |  |  |  |
| --- | --- | --- | --- |
| FUNCTION  | DAMPINGless | DAMPINGmuch wind | DYN DAMP (hercules) |
| APP W/A |  |  |  |
| APP W/S |  |  |  |
| HEADING |  |  |  |
| BOAT SPD |  |  |  |
| HEEL |  |  |  |
| TRIM |  |  |  |
| LEEWAY |  |  |  |
| TRUE W/A |  |  |  |
| TRUE W/S |  |  |  |
| TRUE DIR |  |  |  |

## Wind calibration

|  |  |
| --- | --- |
|  | **TRUE W/S** |
|  | 5 | 10 | 15 | 20 | 25 | 30 |
| UPWIND TRUE W/ACORRECTION  | **-7.0**  | **-3.0**  | **0.5**  | **4.5**  | **6.5**  | **8.0** |
| REACHING TRUE W/ACORRECTION  | **-2.0**  | **-1.0**  | **0.0**  | **1.0**  | **1.0**  | **1.5** |
| DOWNWIND TRUE W/ACORRECTION  | **4.0**  | **3.0**  | **-1.0**  | **-2.0**  | **-2.5**  | **-3.0** |
| DOWNWIND TRUE W/SCORRECTION  | **-0.5**  | **-1.0**  | **-1.5**  | **-2.0**  | **-2.5**  | **-3** |
| TRUE W/S CORRECTIONANGLE (Hercules Only)  | **145**  | **155**  | **165**  | **170**  | **165**  | **165** |

## Pilot

|  |  |  |
| --- | --- | --- |
| B TYPE | SAIL |  |
| H SRC | 18 (ACP) |  |
| H OFF | 72 |  |
| DIP | 2 |  |
| Drive | A |  |
| Rud P |  | Enter during commissioning |
| Rud S |  | Enter during commissioning |
| Rud M |  | Enter during commissioning |
| Rud T |  | Test: time port to starboard |
| S Cal | 6.25 | Not used by us |
| B Len | 12.0 | Length |
| B Lag | 0.30 |  |
| R Gan | 1.994 | Do a sea trial to determing |
| R trim |  | Current rudder |