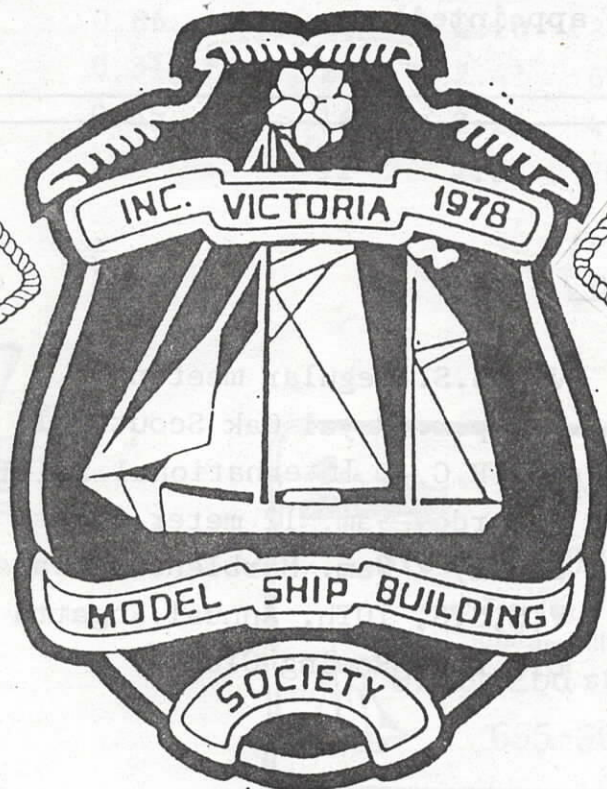


THE BINNACLE

FEBRUARY 1992



NEXT MEETING MARCH 12, 1992. 7:30 p.m.

ROYAL OAK SCOUT HALL

VICTORIA MODEL SHIPBUILDING SOCIETY
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DIRECTOR (LIBRARIAN)	Del Beckner	477-4994
DIRECTOR (ENTERTAINMENT)	Ron Wild	478-5430
DIRECTOR (To be appointed)		

UPCOMING EVENTS

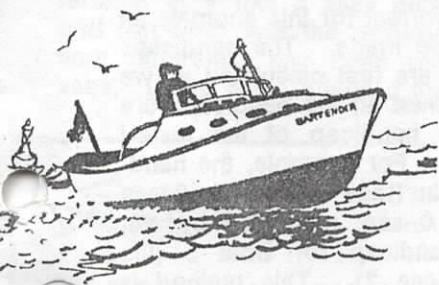
March 12Th.	V.M.S.S. Regular meeting 7:30p.m. Royal Oak Scout Hall
April 4-5Th.	N.O.R.C. I International Sailing Event Saturday 9am. 12 meter Class. Sunday 9am. Marblehead Class.
July 19th.	V,M,S,S, 10Th. Annual Regatta Elk Lake Rowing Club



PLEASE NOTE

There will be a dinner / dance on April 4th. associated with the N.O.R.C. I sailing event, the cost will be \$15.00 per person. The exact time and location will be given out at at February 13th. meeting.

V.M.S.S. FALL SAILING RESULTS

Skipper	Class	Handicap	Races	Score	Position
H. Meursing	1M	0.47	13	2.31	5th.
R. Woodward	R	0.96	18	2.00	1St.
K. Lockley	M	0.53	24	2.54	7Th.
R. Hayden	R	0.86	10	2.20	3Rd.
R. Glennie	R	0.51	22	2.41	6Th.
D. Baker	M	0.65	16	2.25	4Th.
R. de Schepper	M	12	12	2.08	2Nd.





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If any of you " TUG BOATERS " are thinking of immersing yourselves into the sailing pond, Henk suggests getting in touch with Ken Lockley prior to getting your feet wet, as ken can help steer you on the proper course as to, the scale, type and classes now being sailed by club members

Ken, 477-5830

HANDICAPS AND ALL THAT

For some months now the Sailing Group has held bi-weekly Racing Sessions on Elk Lake. Up to last fall the "races" consisted of guessing sessions. Before each "race", the participants would guess how long it would take to go round the course. The skipper who came over the finish line closest to his estimated time, won the race. The reason for this racing technique was because the boats were not all the same class. There were Rangers, Marbleheads, 1 Meter etc. It was thus impossible to have a fair race. This changed in the fall. At that time the racing committee decided that a handicap system would be useful. The purpose of this article is to explain that handicap system.

In order to fully explain the system one needs a sample. The figure below lists 6 fictitious boats who have completed 5 races. The top of the figure lists the actual finishing times of the various boats for each race.

The boat finishing first in each race is given a handicap of 1. All other boat's handicap are based on the ratio of the finishing time of the fastest boat to their own finishing time. For example, in Race 1 Boat 1 was the fastest so he gets a handicap of 1.00. Boat 5, which finished

second has a handicap of .75 (the ratio of 1min 0sec to 1min 20sec). Handicaps for all the other boats in this first race were calculated in a similar way. In Race 2, Boat 2, which won Race 1, did not compete. If we use the same method of producing handicaps for this Race, as we did in Race 1, we will get a distorted answer. In Race 2, Boat 5 was the winner so he would be expected to have a handicap of 1.00. However, in Race 1 he only had a handicap of .75 because he was up against a better boat. To correct for this anomaly an adjustment must be made. The handicaps for Races 2 to 5 are first calculated as we did in Race 1. Then all the handicaps are multiplied by the handicap of the fastest boat for that race. For example, the handicap for Boat 3 in Race 2 is 2min 20sec divided by 3min 0 sec, multiplied by .86, the cumulated handicap for Boat 5 (the fastest boat in Race 2). This method is used to calculate the handicaps for each race.

As the calculations for each race are done, the handicaps for each boat are added together and an average is calculated to determine an Accumulated Handicap. This Accumulated Handicap (see last column in the figure) is constantly changing.

Actual Finishing Times and Handicap Calculation

	Race 1		Race 2		Race 3		Race 4		Race 5		Accumulated Handicap
	Time	Handicap	Time	Handicap	Time	Handicap	Time	Handicap	Time	Handicap	
Boat 1	00:01:30	0.67	00:02:30	0.80	00:03:00	1.00	00:04:45	0.73			0.73
Boat 2	00:01:00	1.00							00:02:10	1.00	1.00
Boat 3	00:01:50	0.55	00:03:00	0.67	00:03:45	0.80					0.67
Boat 4	00:02:05	0.48	00:03:10	0.63	00:04:45	0.63					0.58
Boat 5	00:01:20	0.75	00:02:20	0.86	00:03:20	0.90			00:02:20	0.93	0.86
Boat 6	00:02:05	0.48	00:02:50	0.71			00:05:00	0.70	00:03:30	0.62	0.63

Adjusted Finishing Times and Positions

	Race 1		Race 2		Race 3		Race 4		Race 5		Final Score
	Time	Pos	Time	Pos	Time	Pos	Time	Pos	Time	Pos	
Boat 1	00:01:06	2	00:01:50	2			00:03:29	2			2.00
Boat 2	00:01:00	1			00:03:00	4			00:02:10	2	2.33
Boat 3	00:01:14	4	00:02:01	5	00:02:31	1					3.33
Boat 4	00:01:13	5	00:01:51	3	00:02:46	3					3.67
Boat 5	00:01:09	3	00:02:00	4	00:02:52	2			00:02:00	1	2.50
Boat 6	00:01:18	6	00:01:46	1			00:03:08	1	00:02:11	3	2.75

g. Through the magic of computers, the individual race handicaps are constantly updated. To date the VMSS Sailing Group have accumulated about 80 races using this system. The results of all 80 races is used to calculate an Accumulated Handicap.

Now that we have a Handicap, how does one determine the winner of a race. You simply multiply each boat's actual winning time by his handicap. The bottom half of the figure, using these fictitious 6 boats, shows how one determines not only the winner of a race but also the winner of this five race series.

First of all, the times for each race are adjusted by multiplying the actual finishing times by the accumulated handicap. Where before in Race 1 there was a difference of 1 min 5 secs between the first and last boat, with the adjusted figures this time difference has been reduced to 18 secs. Using these adjusted times, the rela-



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tive finishing positions is determined. The last column is the average of these finishing positions. In this example, Boat 1 is the winner of the 5 game series, even though Boat 2 appeared to be the fastest.

The first question one would ask is how does one win a series. The answer is not with the fastest boat, but if one is consistently a good sailor you will win even though you may have the slowest boat on the pond. Elsewhere in the Binnacle is a list of the Final scores for the Fall Session. These scores have been calculated using the system described above. If any of you would like to see the program that produced these scores, just see me or give me a call.

Happy Sailing and Keep Your Handicap
Up - or Is It Down?

Derek Baker

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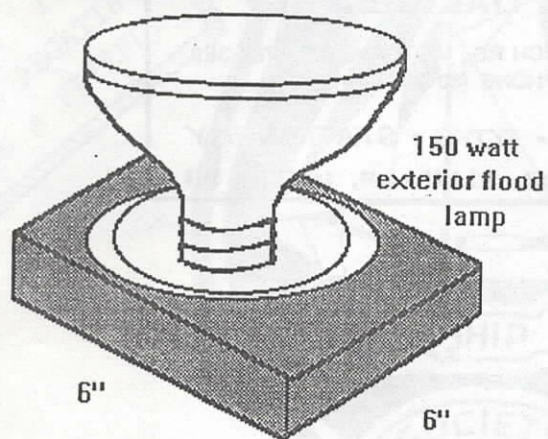
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plank steamer / bender



Here is an idea we used in building a plank on frame boat. All the instructions called for a plank bender, they showed something like an old fashioned curling iron with a kind of horn at the top which sells for about \$30.00 in the shops. I saw a few types however they all seemed to be missing the one

key feature, they all asked you to bend the wood in a dry state, when we learned to work with wood, we were told to use steam. That's the basis of this bender, the heat is generated by the 150 watt lamp, the shape of the bulb gives you the anvil over which to shape the planks and a 50¢ child's paint brush dipped in water provides the steam. Simply hold the set, count to ten and there you are.

Gil T.

The new AMERICA CUP racing yachts will have less displacement, nearly 20,000 lbs. less, now down to 37,000 lbs. The sail area will increase by nearly 1000 sq. ft. to 3000 sq. ft., this is for the jib and main combined. The spinnaker area will increase by 2000 sq. ft. to a total of 4500 sq. ft. The 9'0" draft increases by 4 feet, to a total of 13'0". The beam also increases by 6 feet. This should be quite a sight and will take some getting used to.

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