

The Binnacle

SEPTEMBER 1994



NEXT MEETING OCTOBER 13TH, 1994. 7:00 p.m.
ROYAL OAK SCOUT HALL

(Get a friend involved,... bring them along)

VICTORIA MODEL SHIPBUILDING SOCIETY
BOX 45083 MAYFAIR POSTAL OUTLET
VICTORIA, B. C.
V8Z 7G9

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UPCOMING EVENTS

V.M.S.S. Annual Regatta, Sept. 10th, 1994 (Saturday)
Sailing Preliminaries, 12:00 - 4:00 p.m.
Sunday, Sept. 11th, 1994
Sailing Cups finals, static judging & R.C.
Power & Steering Course (prize giving)
8:00 - 4:00 p.m.

October 13th, 1994
V.M.S.S. monthly meeting
Royal Oak Scout Hall 7:00 p.m.

Every weekend (weather permitting)
R.C. power / 1 m. R.C. Sailing
Harrison Pond

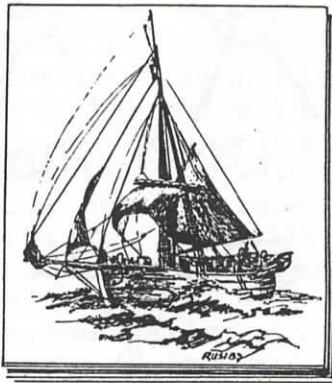
SEPTEMBER 10th & 11th
Elk Lake Rowing Club Wharf



ANNUAL REGATTA

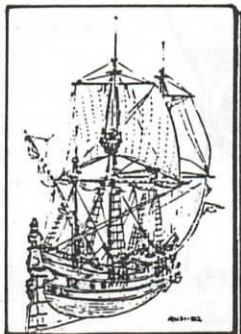
**Saturday, Sept. 10th
12:00 to 4:00pm**

*Sailing
Preliminaries*

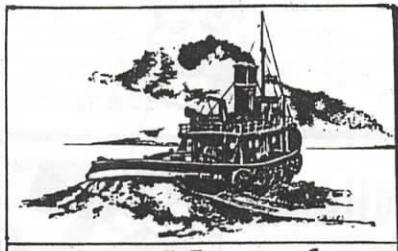


**Sunday, Sept. 11th
8:00am to 4:00pm**

Sailing Cup Finals



Static Judging



R.C. Power & Steering Course

PRIZE GIVING

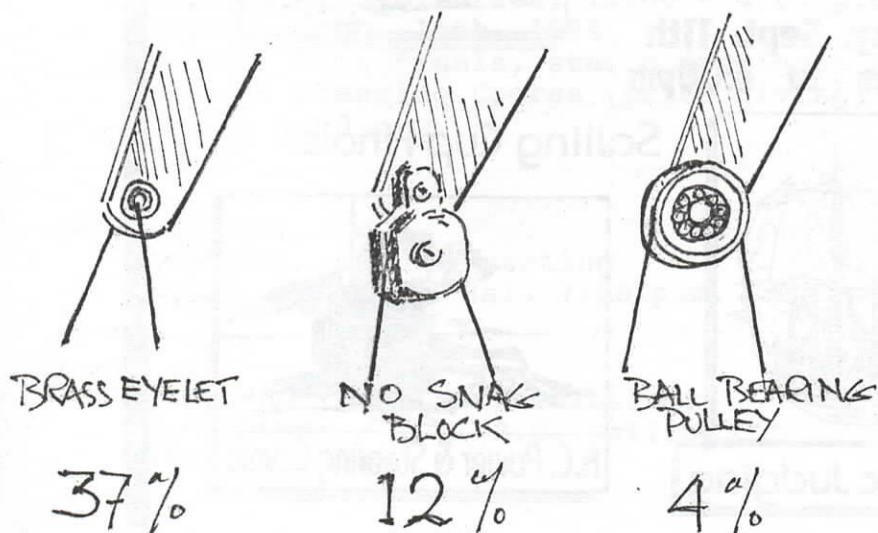
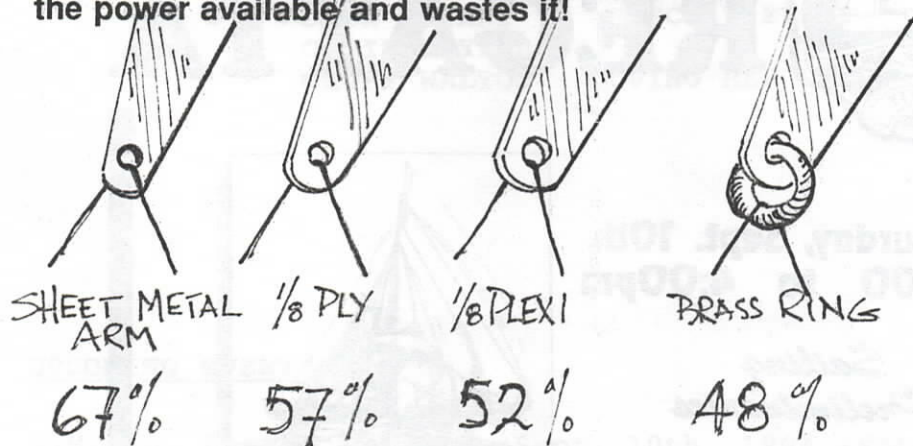
CLOSING CEREMONIES

Rusi/99

FRICITION MAYBE THE CULPRIT!

A high friction load can make your winch stall before it should, and draw more current than normal while doing its job.

Look at the illustrated examples and see if you have any "power eaters" in your boat. The same logic can be applied to sheet exits and turn-arounds. Each friction point takes a share of the power available and wastes it!



Wooden hulls built from the kit or scratch-built using the plans available from the class are still acceptable. If you build carefully using 1/16" plywood for planking, I'm convinced that the wooden hulls are livelier and, if well-finished, prettier than their polyester cousins.

Though long touted as a dog when compared with other boats, I was greatly impressed with the performance of the Star.

Raced as a one-design, its maneuverability at the starting line is great fun, and the real test of a skipper's reaction time. I'm also amazed at the pointing ability of the hull.

While sailing be aware of the changing wind strengths. Measure them with an anemometer if you can, so you know what you are sailing in.

Make appropriate changes over the course of the regatta and you'll be rewarded with maximum power to your hull. Don't choke the slot between the jib and main, and set the mains'ls lowest batten parallel to the centerline of the boat while going to weather. An overtrimmed main causes too much weather helm in Star with associated rudder drag.

Keep everything centered over the keel as much as possible. Any weight out in the ends of the boat will cut down on the nimbleness which is one of Star's major performance bonus. Make sure the hull is stiff in the longitudinal axis. The shape of the mainsail depends on reliable adjustment of the backstay tension. The fairing of the keel/hull joint and the keel/bulb joint is a critical place for reducing drag. A close fit between the top of the rudder and the hull is important too. As long as we are being finicky, the chines and the corner between the sides/bottom and transom should be sharp and without nicks. If those joints are rounded, especially the transom, water will not separate cleanly, but will try to follow around the corner and increase the drag quite a bit.

Having sailed in the Star 45 Class during mid '70s, I can attest to the enjoyment the boat can provide. I was privilege to win the National Championship (US) in -74, -75 and -76 and have followed the class ever since.

Rod Carr Sails for the Star 45
contact Ben Rusi, 604 380 7659

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