

A POSSIBLE CASE FOR THE INTRODUCTION OF SCALE SPEED CHECKS
IN SCALE STEERING REGATTAS.

Whilst investigating various possible reasons for an apparent falling-off of interest and enthusiasm for scale steering competitions, certain factors have emerged:-

1 (a) The problem of finding enough judges, finding permanent judges, finding judges that are not also competitors in the same competition . . . with all that that implies !

(b) The difficulty of separating competitors who have all achieved clear rounds.

The possibility of introducing a check on scale speed could help to alleviate this problem and possibly stimulate more interest in regattas at the same time.

2

The idea of scale speed checks is not new and scale speed assessment is quite easy with the aid of a simple device thought up by Peter Allday who is quite prepared to do this for a season at all scale regattas to see if it proves effective and popular.

BASIS OF SCALE SPEED CHECKS.

Boats would only be restricted to scale speed between the two marker buoys, i.e. speed would be optional for the rest of the course.

3

The scale speed can be checked at least twice during the boat's single run between the two marker buoys which would be placed some 30 feet apart and parallel to the bank or pond-side and an average speed easily arrived at.

These speed checks are based on:-

(a) the maximum speed in knots of the full-size ship or boat.

(b) The O/A length in feet of the full-size ship or boat:

Both these figures are naturally used in the calculations for a chart containing the time-lapse in seconds from the passing of the bow to the arrival of the stern, relative to a fixed datum, i.e. the time taken for the boat to travel its own length !

This chart ~~will~~ ^{could} be on permanent display in the boathouse.

MODELLERS' RESPONSIBILITY

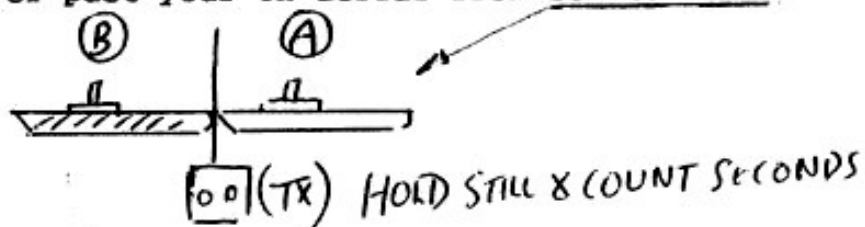
4 Modellers need not bother about the technical aspects of the scale speed calculations or control but it is obviously a modeller's responsibility to discover (if he doesn't know it already !) the length in feet and maximum speed in knots of the full-size ship or boat which he has presumably deemed worthy of modelling in the first place. . . . and who should be only too glad (if not proud) to enter this information in the appropriate boxes on the entry form ! . . . and of course the time-lapse figure in seconds from the chart in the boathouse. Surely this is not too much to expect of a keen modeller !

THE BOATHOUSE CHART:-

HOW TO FIND OUT YOUR PARTICULAR TIME-LAPSE IN SECONDS.

5

The chart in the boathouse will show the length of the full-size boat in feet on the left side, the maximum speed of the full-size boat at the top. Where these two intersect, find your particular time-lapse for maximum scale speed, i.e. the time it will take your boat to travel past your TX aerial from bow to stern. *



TIMING PRACTICE

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Why not practise timing your boat over a short distance, armed with your particular time-lapse figure from the chart? You don't have to wait for a regatta, a modeller can get occasional practice by timing his boat in seconds from bow to stern using his TX aerial (held still) as a fixed datum. Remember, your figure represents maximum scale speed.

AT THE REGATTA

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At the regatta the competitor will endeavour to travel at maximum scale speed as advised by the chart or by his own skill acquired by practice.

NOT TOO FAST AND NOT TOO SLOW EITHER !

8

Penalty points would be incurred for going either too fast or too slow so should a competitor try to "play safe" by crawling between the two marker buoys, he would be penalised accordingly, i.e. for every extra second of lapsed time he would incur a five-point penalty. Remember the check is on maximum scale speed.

TECHNICAL

9

For those interested in the technical aspects of a scale speed chart, and how these figures were arrived at:-
One knot = 6080 feet per hour which is 1.689 feet per second.

EXAMPLE

Length 200 feet. Knots 20. Tabular figure = 6 seconds.

LOGIC

10

It goes without saying (but it will now be said anyway !) that for a given specific length in feet and a given maximum speed in knots, the bow to stern time-lapse will be the same for all models of the type, irrespective of their actual modelled size ! i.e. all models of a particular ship type are obliged to conform to 6 seconds where the original full-size ship is 200 feet at 20 knots !

INSTRUCTIONS TO POND-SIDE JUDGE

11

As the boat passes the first buoy, line up the vertical datum with the bow, pressing "Start" at the same time. As the stern coincides with the same datum, press "Stop". The resultant time-lapse in seconds to be recorded.

At the conclusion of the regatta, compare this lapse time with the correct chart figure and penalise accordingly at the rate of 5 points for every second in error, whether too fast or too slow.

EXAMPLE

Entry form information is:

200 feet at 20 knots with a time-lapse figure of 6 seconds.

The checked time was 4 seconds, i.e. max. scale speed too fast by 2 seconds . . . penalty 10 points.

MAXIMUM SPEED IN KNOTS : FULL SIZE SHIP / BOAT

	5	10	15	20	25	30	35	40	45
50	6.0	3.0	2.0	1.5	1.2	1.0	.9	.75	.7
75	9.0	4.5	3.0	2.2	1.7	1.5	1.3	1.1	1.0
100	12	6.0	4.0	3.0	2.3	2.0	1.7	1.5	1.3
150	18	9.0	6.0	4.5	3.6	3.0	2.5	2.2	1.9
200	24	12	8.0	6.0	5.0	4.0	3.4	3.0	2.6
250	30	15	10.	7.5	6.0	5.0	4.2	3.7	3.3
300	36	18	12	9.0	7.0	6.0	5.0	4.4	4.0
350	42	21	14	10.5	8.0	7.0	5.9	5.2	4.6
400	47	24	16	12	9.0	8.0	6.8	6.0	5.3
500	59	30	20	15	12	10	8.5	7.4	6.5
600	71	36	24	18	14	12	10	9.0	8.0
700	83	41	28	21	17	14	12	10	9.2
800	95	47	32	24	19	16	13.5	12	10.5
900	107	53	36	27	21	18	15	13	12
1000	119	59	39	30	24	20	17	15	13
1100	130	65	43	33	26	22	18.5	16.3	14.4

% LENGTH

OF

FULL SIZE !

SHIP OR BOAT :

IN

FEET ↓

THE TABLE SHOWS:- THE APPROX' TIME-LAPSE IN SECONDS FOR A MODEL TO TRAVEL ITS OWN LENGTH A/B

THIS CHART IS CORRECT FOR ALL SCALES (IE. SIZES) OF MODELS OF THE ORIGINAL (FULL SIZE) SHIP/BOAT A

THIS TABLE IS BASED ON: 1 KNOT = 6080 FEET PER HOUR (IE. 1.689 FEET PER SECOND)

