



Boatspeed Calibration

If you use calibration by time between marks, make timed runs over an ACCURATELY MEASURED distance of at least 1/2 mile, going over the course in both directions to negate current effects. Remember to keep as straight a course as possible, because sinuous courses always make the actual distance traveled longer than measured. Also, if you are powering or being towed over the course, prop wash will make the indicated boatspeed higher than actual. Both of these effects tend to make your calculated boatspeed lower than it actually is. Take the log readings over the course in each direction, trying to interpolate to 1/1000 mile.

CAL Boatspeed Worksheet

			Example	
Course distance		a_____		<u>1.05</u>
Trip log distance	Out run	Back run	Out	Back
Run 1	_____	_____	<u>0.99</u>	<u>1.03</u>
Run 2	_____	_____	<u>0.97</u>	<u>1.01</u>
Run 3	_____	_____	<u>1.01</u>	<u>1.05</u>
Average of the runs	b_____	c_____	<u>0.99</u>	<u>1.03</u>
Average distance on all runs	(b+c)/2 = d_____			<u>1.01</u>
Boatspeed correction	a/d = e_____			<u>1.04</u>
Present Cal Boatspeed Maser reading:	f_____			<u>1.01</u>
Set new Cal Boatspeed Maser reading:	e*f = g_____			<u>1.05</u>