



'UPWIND'

November 2008

THE HOME OF UNMODIFIED RADIO YACHTS.
KYOSHO SEAWINDS - TAMIYA YAMAHAS - FAIRWINDS -
WHITBREAD 60s - ONE CLASS DESIGNS



INVITATION 2008 ANNUAL SOCIAL AND PRIZE GIVING

Date: Sunday 30th November 2008

Time: 3.00pm (after sailing which commences at 1.00pm)

Where: Soccer club rooms,
Onepoto Domain - 'The Pond'

Committee: Nominations and volunteers are
required for the 2008 season

Buffet meal: Fingerfood

committee. All positions available

Cost: No cost - club is funding the social

Partners and guests most welcome

For catering purposes, please **RSVP** to;
Peter Andrews by November 20th

Door ticket: \$ 5.00 per ticket -

Raffle prize draws

Phone: 479 4894

Email: pfa@xtra.co.nz

Drinks: Soft drinks provided

BYO wine & beer

This years annual social, AGM and prize giving will be held on Sunday November 30th in the soccer club rooms by the side of the Onepoto Domain pond.

The social commences at 3.00pm which is at the conclusion of the days sailing. Sailing is due to start at 1.00pm - weather permitting.

Club funds are to be used to pay for the use of the soccer club room, provide non-alcoholic drinks and finger food. (as the area is 'public', the local Council and the soccer club will permit BYO beer and wine, but no spirits)

We will also be running some raffles at \$5.00 per ticket.

Bonus: If you pay your 2008 club subscription at the AGM, At the AGM/social, we wish to elect new club committee members.

All members are encouraged to serve their time on the committee and if you have not done so before, we ask that you nominate yourself for a position.

All positions are available for nomination.

President
Secretary
Treasurer
Newsletter Editor
Min' 3 Sailing Committee

The committee meets no more than 3~4 times a year and it is not too onerous to organise each weeks sailing.

Please give your support to the club and attend the annual social - let Peter know by November 20th if you will be attending and whether or not you will be bringing a partner.



From the President

The council has now revealed its plans for the replacement of the toilet block and changing rooms at the Domain. The old one were not a pleasant experience. While the new block will be further towards the sports grounds it will be behind the turning circle and should not interfere with the wind more than the trees there do.



The clubrooms are still on the agenda though. At the Community Board meeting in June they resolved that the building should be removed within 3 months. The Resident's Association had been wanting this since the Northcote Soccer Club ceased using the building and, more importantly, it stopped being maintained.

The Australian Football League has applied to take over the lease and buy the building but they also want to have extended hours, more days of use and a liquor licence. This is opposed by the Resident's Association who claim they have enough problems at the moment with litter and noise.

The AFL have appealed to the Mayor for review so it remains in place in the meantime.

Next Years Sailing Rules

Next year's racing will be done under the new rules that will apply from 2009 to 2012. These were recently published on the ISAF site and PDF files can be downloaded from there. One version of the rules highlights the changes and this is especially useful.

Note that there is an Appendix E which applies to Radio Controlled yachts and this should be read in conjunction with the main set of rules.

Many of the changes are in Section C which is the rules at marks and obstructions. In particular there are now separate rules for marks and for obstructions while previously the two were covered by one set of rules. The zone for full sized boats is now three boat lengths, but it remains at four for RC.

It should be noted that a right-of-way boat is an obstruction to give-way boats.

Proposals for the AGM

If you have a proposal you would like to submit for the AGM, please write to the Secretary, Peter Andrews or make a formal proposal at the AGM.

The AGM is your chance to have your say in how our club is run – it is not necessarily down to the elected committee.

NZRYS Seawind Class Rules

A set of rules covering the Seawind class has been drawn up and circulated for comment. These were based on the US Seawind Class Owners Association rules and those of the similar Japanese Association with modification for local conditions and the aims of the NZRYS.

The rules are to ensure that the class remains a one-design with only limited changes from the kit as it is built from the box.



It also allows the Carbon-fibre Seawinds to race on equal terms by meeting the minimum weight and other restrictions applying to all boats.

These rules will be discussed and voted on at the AGM and, if passed, will apply to the 2009 series racing.

Divisions and Divisional Series

Some adjustments to the divisions will be made for the new year. New members generally join in the C division and as their skills and results improve they move to the B and A divisions.

Handicaps are limited to be in the range 0 to 20 seconds for A division boats while B division can have up to 40 second handicaps and C division up to 60 seconds.

The Divisional Series has been based on all seasonal series day's final race. This does give a significant bias to attending as a missed day's race gets a score of 6 points. There may be a case for only counting, say, four of each series divisional races which need not be the four days counted for the seasonal results.

“Overtaking Boat Keep Clear”

I occasionally hear this called, but there is no such rule. Well actually there is a rule but only in the “[International Regulations for Preventing Collisions at Sea](#)” which do not apply to our racing. There are rules which do apply to the situations where one boat ‘overtakes’ another but which boat is required to keep clear depends on several factors.

If the boats are of different tacks, which is quite possible on a downwind run, then the ones on port tack are required to keep clear of those on starboard regardless of whether they are the leading or the overtaking boat.

When the two boats are on the same tack and not overlapped then the boat clear astern must keep clear of the other. As soon as there is an overlap then the rule that applies changes and the windward boat must keep clear. If the boat astern establishes an overlap to leeward of the boat ahead then it is the latter that must keep clear. As this is a change of rights due to the action of the boat astern then the overlap must be established in a manner that allows the boat ahead the opportunity and time to keep clear. In practical terms this means at least that the overlap must be established at a distance sufficient to allow the other’s stern to swing as the boat steers.

There is also a requirement that a boat establishing an overlap to leeward of a boat ahead (within two lengths to leeward) must not sail above its proper course, the course that it would sail in the absence of other boats. This will prevent a boat overtaking and then luffing another. To reestablish luffing rights it must sail past the other until it is clear ahead which then releases it from the proper course requirement.

Note also that a boat overtaking to leeward with both on the same tack when the overlap is established is the only time when proper course is a requirement. If the boats are on different tacks when the overlap is established and then one gybes; or the boats are more than two boat lengths apart when the overlap is made and they then converge; or the overtaking boat is to windward; then there is no requirement for proper course, the leeward boat can luff.

Another aspect of overtaking is that of a third boat sailing between two that are side-by-side. One of the two is an obstruction to the other because it must keep clear of it. A rule states that it is illegal to pass between a boat and an obstruction to it unless there is initially sufficient room to clearly pass. If the two boats are close enough together that either would need to change course for the third to pass between them then the third must not go there.



The New Zealand Herald published a picture (shown right) of our boats sailing at Onepoto Lagoon at the start of spring.

The New Zealand Herald • Monday, September 1, 2008 A3

FAIR-WEATHER SAILORS: Craft of the New Zealand Radio Yacht Squadron race at the Onepoto Domain at Northcote. PICTURE / RICHARD ROBINSON

Warmer days puts a spring in the step

by Martha McKenzie-Minifee

With bright sun for the New Zealand Radio Yacht Squadron’s final winter race in Auckland yesterday, spectators might have thought spring had sprung a day early.

The fine news for weather watchers — and radio yacht aficionados — is that a new climate outlook suggests more warm days are on the way.

It will be particularly welcome relief after winter’s headline-grabbing stormy and wet conditions. The spring outlook from the National Institute of Water and Atmospheric Research’s National Climate Centre predicts average or above-average temperatures in Auckland, Waikato and Bay of Plenty over the next three months.

Climate variability and change principal scientist James Renwick said the mean temperature for Auckland during spring was about 15C — or about 19C during the day and 11C at night.

As well as temperate days, drier conditions were also on the cards.

The new outlook predicted rain at normal or below-normal levels in Auckland in spring, a stark contrast to past months.

Dr Renwick said Niwa rain statistics showed Auckland’s last completely dry weekend was in early April.

While full winter data was not yet available, early indications suggested most major centres had between 40 and 50 per cent more rain than usual during winter.

New Zealand Radio Yacht Squadron president Richard Flinton said club members were forced into gumboots to wade in and launch their vessels as the pond on which races were held flooded three times with the wet weather over winter.

While yesterday’s break in the weather was welcome — “it was nice to have sun” — members didn’t let the downpours put them off.

Racing Program

The club sails four seasonal race series, Summer, Autumn, Winter and Spring, each year plus the Match Racing series.

The seasonal series are sailed on 7 days, the best four scores for each member are totaled for the overall series placings. This allows for three discard days, which may be because the racing is cancelled due to weather or pond conditions, or is each member's non-attendance or worst sailing results.

Each racing day for a series is a set of six races. These alternate between three scratch races, where the fleet all start at the same time, and two handicap races where each member has a performance handicap between zero and 60 seconds and starts at that time during the countdown. The final race has a divisional start where the A, B and C divisions each start together at times set by the race committee but usually 0, 30 and 60 seconds.

Handicaps are recalculated each race day based on performance in the scratch races.

Five of the six races may count towards the series results with each member able to discard their worst result.

Referees are given an assessed result for that race based on the other race results after discarding the worst.

If racing starts but is later abandoned due to changes in conditions then at least four of the races must have been completed for the results to be counted. In this case the results are scaled upwards so that unwarranted low results don't occur.

The Aggregate Match Racing series accumulates results over the year, the winner of the series is the challenger for the Match Racing Cup which is sailed against the defender who is the current holder of the cup.

Changes to the format of these series may be proposed at the AGM and can be voted on by all members.



Life of the Pond

Spur Winged Plover, *Vanellus miles novaehollandiae*



A completely different species in the northern hemisphere also has this name so in Australia these are known as the **Masked Lapwing**.

These birds have a very distinctive appearance with their yellow wattled faces and yellow wing spurs for which they are named. They are usually seen sedately walking about the field as a pair and will keep their distance, running nimbly away on tiptoe when approached.

They are common in south east Australia and Tasmania and were first reported to be breeding in Southland in the 1940s. Since then they have spread slowly northwards and are now fairly common in Auckland on estuary and harbour shores and in open wetlands and pastures.



The plovers feed on insects, small crustaceans, worms and some vegetation.



Their flight uses slow deliberate down beats, somewhat like a heron's. They often fly in small groups raucously calling to each other.

**NEW ZEALAND RADIO YACHT SQUADRON
21B PENZANCE ROAD, MAIRANGI BAY
AUCKLAND, NEW ZEALAND
TEL: 09 479 4894**

| | |
|-------------------|------------------|
| President | Richard Plinston |
| Secretary | Peter Andrews |
| Treasurer | Julie Adamson |
| 'Upwind' Editor | David Harley |
| Sailing Committee | Geoff McGill |
| | Geoff Atkinson |
| | John Dowler |
| | Bruce Watson |
| | Neil Purcell |

The opinions expressed in this newsletter are those of contributors but not necessarily those of the New Zealand Radio Yacht Squadron. All correspondence to New Zealand Radio Yacht Squadron other than for the newsletter should be addressed to The Secretary.

**MEMBERSHIP & MEMBERS AMENDMENT
APPLICATION**

**Members – please complete if you or your
boat details have changed**

Name:.....
Postal Address:.....
.....
.....
Contact Phone No
.....Home
.....Bus.
.....Email

Name of Yacht:
Make/Model:

Radio Frequency*:

Sail No*

*** Please check radio frequency with NZRYS register
before buying a boat with shop supplied radio
crystals**

I wish to apply for membership @ \$30.00 per annum.
(\$20.00 if under 21) until April, thereafter reduced rates.
\$10.00 extra for each additional radio frequency. (Max' 1
additional frequency)
\$1.00 per official race weekend – payable at the pond.

I understand that the above details are to be available for the
Committee and hereby agree to abide by the Constitution of
the New Zealand Radio Yacht Squadron N.Z.R.Y.S.

Signed by
Applicant.....

on thisday of200...

Please post to:
The Secretary
New Zealand Radio Yacht Squadron
21B Penzance Road,
Mairangi Bay

Proposed Race schedule for 2009.

This is to be confirmed by the new committee for
2008-2009 sailing year.

| | | |
|--------|----------|-------------|
| Dec 07 | | Aggregate 1 |
| Dec 14 | | sp |
| Dec 21 | | sp |
| Dec 28 | Xmas | break |
| Jan 04 | New Year | break |
| Jan 11 | | Summer 1 |
| Jan 18 | | Summer 2 |
| Jan 25 | Auckland | |
| Feb 01 | | Aggregate 2 |
| Feb 08 | Waitangi | |
| Feb 15 | | Summer 3 |
| Feb 22 | | Summer 4 |
| Mar 01 | | Aggregate 3 |
| Mar 08 | | Summer 5 |
| Mar 15 | | Summer 6 |
| Mar 22 | | Summer 7 |
| Mar 29 | | Autumn 1 |
| Apr 05 | | Aggregate 4 |
| Apr 12 | Easter | |
| Apr 19 | | Autumn 2 |
| Apr 26 | Anzac | |
| May 03 | | Aggregate 5 |
| May 10 | Mother's | |
| May 17 | | Autumn 3 |
| May 24 | | Autumn 4 |
| May 31 | Queen's | |
| Jun 07 | | Aggregate 6 |
| Jun 14 | | Autumn 5 |
| Jun 21 | | Autumn 6 |
| Jun 28 | | Autumn 7 |
| Jul 05 | | Aggregate 7 |
| Jul 12 | | Winter 1 |
| Jul 19 | | Winter 2 |
| Jul 26 | | Winter 3 |
| Aug 02 | | Aggregate 8 |
| Aug 09 | | Winter 4 |
| Aug 16 | | Winter 5 |
| Aug 23 | | Winter 6 |
| Aug 30 | | Winter 7 |
| Sep 06 | Father's | |
| Sep 13 | | Spring 1 |
| Sep 20 | | Spring 2 |
| Sep 27 | | Spring 3 |
| Oct 04 | | Aggregate 9 |
| Oct 11 | | Spring 4 |
| Oct 18 | | Spring 5 |
| Oct 25 | Labour | |
| Nov 01 | | Spring 6 |
| Nov 08 | | Spring 7 |
| Nov 15 | | |
| Nov 22 | | |
| Nov 29 | AGM ? | |
| Dec 06 | | Aggregate 1 |
| Dec 13 | | |
| Dec 20 | | |
| Dec 27 | Xmas | |

Note: Membership expires 30th September each year.