

Sailing December 27

Christmas Break

The previous 2 days had been very hot and I expected problems with the weed rising, but it wasn't quite as bad as I thought it would be. Perhaps it is almost at an end with it all up and blown away.

Bruce and Geoff tried for a Match Race but there was enough weed, small as it was, to call it off. Geoff had been doing so well too.

Nine members had some races. All put in a dollar as a pot to be won by a draw on the place to take this. After the scores were counted the number 5 was drawn so John, who had the 5th best score took the pot.

Not a bad day's sailing with a good breeze.

Web Site update:

The minutes of the December 16 Council Meeting have been published. The Soccer Clubrooms are to stay. The Council will acquire them and will run them with a Management Committee of Domain users plus the Resident's Association on a non-exclusive basis. This means that they will be available to all for a small fee.

The new toilet block is now open and the porta-loos have gone.

Club Matters:

Subscriptions are due for the 2010 club year.

\$30.00 to Secretary Peter Andrews,
21B Penzance Road,
Mairangi Bay

Club Boat Again:

The club had been leaking and this was found to be the rudder post. The rudder had seized and the post was turning. The thread had worn away inside the support bracket so that it turned freely but did not hold the o-ring against the hull.

The inside of the support was built up using epoxy and a strip of paper. Once reassembled the thread held firmly and the oring sealed the rudder hole against leaking.

100's Keel Socket:

100 had always leaked a bit and I could not determine where it was coming from. I replaced the hatch with a perspex one and by pushing the whole boat underwater I could see that this new hatch did not leak.

I had checked the rear hatch and sealed it with vaseline.

I suspected the keel socket. Then one day it became unglued allowing the keel to drop somewhat and the water to rush in. It looked like silicon sealant had been used to 'glue' it in. Fortunately I keep the keel able to be removed and so was able to have this apart and reglued with epoxy.

100's Rudder:

The rudder proved to be rather ineffectual in the high winds.

After pulling the rudder and bar it was found that brass 'D' could be rotated by 10 degrees in the



nylon bar. In light conditions it was stiff enough to not move but as the steering loads increased the rudder would be pushed back so the angle was reduced on each side, with detrimental effects on the trim. The 'D' was repaired by driving in a small piece of brass shim alongside the flat.



The servo rod was also moved inwards by one hole at the rudder end to give greater rudder steering angles.

Next Week:

New Year Break.

Aggregate Match Racing 10 Jan.

New Zealand Radio Yacht Squadron

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