



'UPWIND'

October 2012

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



2012 ANNUAL GENERAL MEETING AND PRIZE GIVING

Date: Sunday 4th November 2012

Time: 3:00pm (after sailing starting at 1:00pm)

Where: AAFL club rooms,
Onepoto Domain – 'The Pond'

Buffet meal: Fingerfood

Cost: No cost – club is funding the social
Partners and guests most welcome

Drinks: Soft drinks provided

Committee: Nominations and volunteers are
required for the 2013 season
committee. All positions available

For catering purposes, please RSVP to

Peter Andrews by October 28th

Phone: 410 4148

Email: pfa@xtra.co.nz

This years annual meeting, AGM and prize giving will be held on Sunday November 4th in the AAFL club rooms by the side of the Onepoto Domain pond.

The meeting 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 AAFL club room, provide non-alcoholic drinks and finger food.

Bonus: If you pay your 2013 club subscription at the AGM, it will be discounted by \$5.00.

At the AGM 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 infrequently and it is not too onerous to organise each weeks sailing.

Please give your support to the club and attend the annual meeting – let Peter know by October 23rd if you will be attending and whether or not you will be bringing a partner.



Racing Program

The club sails four seasonal race series, Summer, Autumn, Winter and Spring, each year plus the Aggregate Match Racing series and two Regattas. Holiday and family weekends are informal fun sailing days where the racing format is chosen by the attendees.

Seasonal Series:

The seasonal series are sailed on 7 days, the best four day scores for each member are totalled 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.

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

Referees are given an assessed result for that race based on the average, rounded down, of 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. The results are scaled upwards after dropping one race, by 5/3 or 5/4 if four or five races were completed.

If a Lay Day is specified following the series then this can be used as a series race day to replace a cancelled or abandoned day.

Handicaps:

Individual performance handicaps are recalculated each competition day based on the results of the three scratch races. A division members can only have handicaps in the range 0-20 seconds while B division can be 0-40 seconds and C division 0-60 seconds.

The change at each recalculation will be only 10 seconds, while 10 seconds can be lost immediately it take two weeks to gain 10 seconds, this being indicated by a plus sign when the next gain may result in change.

Divisional Series:

The last race of each seasonal series race day is

started by division. The overall placings count towards the day's racing but results are also recorded within each division and these count towards the member's divisional results. An award is made to the top scorer in each division.

In 2012 there were two Divisional series, each running alongside two seasonal series. This allowed the racing committee to adjust the member between divisions twice in the year.

Donations

On club racing days, but not holiday weekend fun days, the jar is on the table for competitors' \$1.00 entry fee donation.

Aggregate Match Racing series:

The Aggregate Match Racing series is sailed on nine race days in the year, a maximum of six results are accumulated by each member. 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 Match Race Cup.

Each race day has four rounds of races. The match selection procedures, rules of the series and the start procedures for match racing can be downloaded from the web site at <http://Azonic.co.nz/NZRYS>.

Regattas:

Two Regattas have been organised for the year, the first on Auckland Anniversary Weekend. A second, for the President's Cup, will be held in early October.

Change Proposals:

Changes to the format of these series may be proposed at the AGM or prior, and discussed at the AGM so that they can be voted on by all members.

Changes to the Divisions

The results of the series scratch races sailed by each member are accumulated and an average calculated by dividing the total score by the number of races sailed, including DNFs.

These are then sorted to order. The list is then divided into 3 roughly equal parts to set the Divisions. Individual adjustments may be made to the order or the split by the racing committee.

Race Results 2012

Summer Series

1st	Kevin Webb	53
2nd	Neil Purcell	55
3rd	Geoff McGill	57

Autumn Series

1st	Geoff McGill	52
2nd	Kevin Webb	61
3rd	Bruce Watson	62

Winter Series

1st	Kevin Webb	32
2nd	Gary Irwin	59
3rd	Geoff McGill	62

Spring Series

1st	Kevin Webb	53
2nd	Peter Andrews	54
3rd	Geoff McGill	56

Divisional Series 1

A	Geoff McGill	39
B	Ivan Fraser	35
C	Ian Bergquist	20

Divisional Series 2

A	Kevin Webb	32
B	Terry O'Neil	34
C	n/a	

Aggregate Match Race Series

1st	Geoff McGill	45
2nd	Richard Plinston	44
3rd	Neil Purcell	40

Match Race Cup

TBA

Anniversary Weekend Regatta

1st	Geoff McGill	6
2nd	Bruce Watson	7
3rd	Kevin Webb	10

Proposed 2013 Schedule

4 Nov 12		AGM	
11 Nov 12		Summer	1
18 Nov 12		Summer	2
25 Nov 12		Summer	3
2 Dec 12		Aggregate 1	
9 Dec 12		Summer	4
16 Dec 12		Summer	5
23 Dec 12	Christmas	break	
30 Dec 12	New Year	break	
6 Jan 13		Aggregate 2	
13 Jan 13		Summer	6
20 Jan 13		Summer	7
27 Jan 13	Anniversary	Regatta	
3 Feb 13		Aggregate 3	
10 Feb 13	Waitangi	Fun Day	
17 Feb 13		Autumn	1
24 Feb 13		Autumn	2
3 Mar 13		Aggregate 4	
10 Mar 13		Autumn	3
17 Mar 13		Autumn	4
24 Mar 13		Autumn	5
31 Mar 13	Easter	Fun Day	
7 Apr 13		Aggregate 5	
14 Apr 13		Autumn	6
21 Apr 13		Autumn	7
28 Apr 13	ANZAC	Fun Day	
5 May 13		Aggregate 6	
12 May 13	Mothers Day	Fun Day	
19 May 13		Winter	1
26 May 13		Winter	2
2 Jun 13	Queen's Bday	Fun Day	
9 Jun 13		Winter	3
16 Jun 13		Winter	4
23 Jun 13		Winter	5
30 Jun 13		Aggregate 7	
7 Jul 13		Winter	6
14 Jul 13		Winter	7
21 Jul 13		Lay Day	
28 Jul 13		Spring	1
4 Aug 13		Aggregate 8	
11 Aug 13		Spring	2
18 Aug 13		Spring	3
25 Aug 13		Spring	4
1 Sep 13	Fathers Day	Fun Day	
8 Sep 13		Aggregate 9	
15 Sep 13		Spring	5
22 Sep 13		Spring	6
29 Sep 13		Spring	7
6 Oct 13		Lay Day	
13 Oct 13	Presidents	Regatta	
20 Oct 13		Lay Day	
27 Oct 13	Labour Day	Fun Day	
3 Nov 13		AGM	
10 Nov 13			
17 Nov 13			
24 Nov 13			
1 Dec 13			
8 Dec 13			
15 Dec 13			
22 Dec 13			
29 Dec 13	Christmas	break	



Sailing Rules 2013 - 2016

A new set of sailing rules will apply from 1 January 2013 and these will apply until the end of 2016. A PDF of these new rules are available from sailing.org. A link to the new rules is on the website.

There is a rule that requires environmental responsibility and one that prohibits trash being put into the water. This includes cigarette butts.

Rule 18.3 is changed. In the current rules it is 'Tacking when approaching a mark' and concerns two boats approaching a mark on opposite tacks and one tacks while the other is fetching the mark. The new rule is titled 'Tacking in the zone' and changes the wording from 'change tack' to 'pass head to wind'. A boat has only changed tack when it is sailing on the new tack.

Note that this rule is only effective when the other boat is fetching the mark.

The effect is generally the same in that rule 18.2 no longer applies and the boat that tacked cannot cause the other to sail above close-hauled to avoid her, or to miss the mark.

Rule 18.2 also has a change that is illustrated elsewhere in this newsletter.

Rule 20, Room to tack at an obstruction, has been rewritten. The main change is that in the current rules only a boat that cannot avoid an obstruction can hail for room. This caused an anomaly that the boat required to tack could not call on another boat to give room unless they, too, cannot avoid the obstruction.

If 3 boats were approaching an obstruction that A needs to tack to avoid but both B and C could avoid without tacking then A can hail B, but B cannot hail C (because B does not need water).

The new rule allows a hail to be passed to another boat, so B can hail C and both have to tack to give A water.

Exoneration is also expanded to include a boat entitled to mark room, or having right of way, that has touched a mark in an incident with a boat required to give her that room.



Building a Seawind

by Neil Purcell

It should be noted that the water in the Onepoto pond is **salty**.

The key to successful building is preparation. When gluing plastic the key is to roughen or sandpaper each surface. This removes the top surface along with any grease and gives the glue additional surface area to improve the grip. For best adhesion two-pot epoxy is a good choice, this is especially true around the rear hatch where it is glue alone that keeps the parts together.



A rear hatch that has split due to 'super glue' failing.

'Super Glue', has its uses, but it is not good where strength is required as it becomes brittle. Super glue is excellent for sealing rigging knots, ensuring they never come undone.



Deck flash from below, approx 1mm wide.

On all my boats I retain the flash around the deck which is a result of the method used for moulding the hull. This provides extra protection from other boats ramming.



When attaching servos to the servo tray the screws should be lubricated with a marine grease otherwise they will all **rust**. As rust has a greater volume than steel this will expand in the posts as cause them to split.

Remember that your boat may not leak, but you will still get **condensation** when you are not racing. Remove the hatch to let your boat breathe!

Rule 18 - Mark-Room:



This was a match race between Bruce (33) and Terry (12) so the downwind mark had to be rounded to starboard. At the 4 boat length zone Terry was clear ahead, as shown by the photo at about 3-3.5 lengths to the mark.



In rounding the mark the two boats collide. Both are still on port gybe. Nominally Terry is the windward boat. Rule 18 applies at marks. In this case the last sentence of 18.2(b) applies:

"If a boat is clear ahead when she reaches the zone, the boat clear astern at

that moment shall thereafter give her mark-room".

The new 2013-2016 Rules add an additional paragraph which would have applied in this case:

"18.2(c) When a boat is required to give mark-room by rule 18.2(b),

"(2) if she becomes overlapped inside the boat entitled to mark-room, she shall also give that boat room to sail her proper course, while they remain overlapped."

In this case 12's proper course was to round the mark and 33 had obtained and remained overlapped inside.



Voltage Protector:

When 2.4GHz systems are switched on they negotiate a free channel to operate over. This can take a few seconds.

When servos start they draw a higher current then when they are moving and this drops the voltage slightly. With older batteries or after running down the voltage may temporarily drop below the receiver's minimum and this may cause a drop off and a reconnect. So for several seconds control may be lost. This doesn't affect analogue systems because the frequencies are fixed and reconnection is instantaneous.

One solution is to use 5 cells or to replace the batteries. Another may be to use a 'Voltage Protector'. These are available from Spektrum or on the internet, but they can also be made quite cheaply.



Components:

- 1 x 4700uF, 10V Electrolytic capacitor
- 1 x lead from an old servo or battery
- some heatshrink tubing
- a soldering iron

Slip the heatshrink over the wires.

Solder the black wire to the negative side of the capacitor (This is the only leg of the capacitor that is marked on the body of the capacitor). Solder the red wire to the other leg.

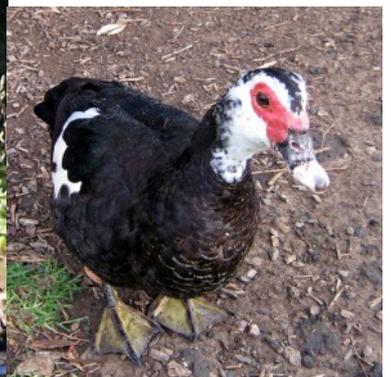
Slide the heatshrink over the solder joint and heat with any heat source like a lighter or heatgun.

Plug this into any spare channel of your receiver ensuring that the black wire is on the negative bus (ie the same as the battery and servos).

Life at the Pond:



White faced heron



Muscovy duck

Photo Processing

I try to take photographs of the sailing at the pond to illustrate the racing reports. The secret of photography is to take dozens of pictures and throw away the 90% that are rubbish. To get 3 to 6 good pictures for each report I try to take 20-30. Even then a fair amount of post-processing is required.

For this I use Digikam, a free photo organiser with an effective editor. This is available for both Linux and Windows.



This is a typical photograph. It shows John McCaulay (5) and Neil Purcell (6) at the start of a match race with John squeezing Neil against the start mark.

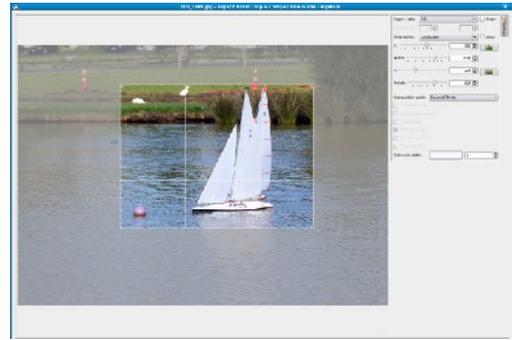
The photo shows the usual hurry that happens with most of my photos, it is not level. This is unacceptable for photographs of water and it seems to be running downhill. The first operation is to rotate the image 5degrees, I have done a rough crop first.



The free rotate screen has guide lines which I have placed to intersect at the water's edge and 5's mast. With this I can use the bank and the sail's reflection to ensure the result is perfectly level.

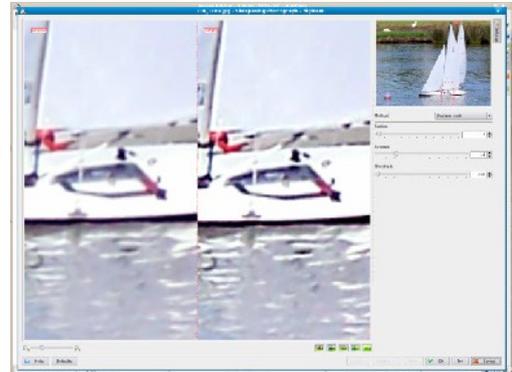


Next task is to adjust the colour. Digikam has a selection of auto correction options.

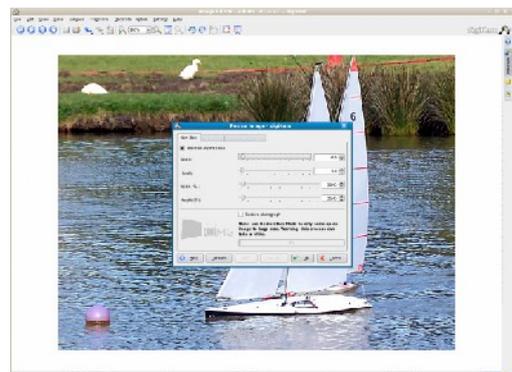


The final crop can be done now. Using the 'aspect-ratio crop' makes it easy to keep this consistent while the composition is arranged.

The boats are placed in the 1/3 position shown by the intersection of the grid lines. The crop is made close to the start mark to highlight the squeezing that is being done to Neil. He had to barge in and took a penalty rather than miss the start. The orange beacon is cropped out as much as possible as it is a distraction but the ducks are left to add interest.



The picture could benefit from a small amount of sharpening. This is easy with Digikam providing a comparison view as the factors are adjusted.



A resize down to fit the report and the final image is:



NEW ZEALAND RADIO YACHT SQUADRON

**48a Corunna Rd, Milford
Auckland 0620
Tel: 09 410 4148**

President Richard Plinston
Secretary/Treasurer Peter Andrews
Sailing Committee Geoff McGill
Kevin Webb
Daniel Bush
Terry O'Neil
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 rules of the New Zealand Radio Yacht Squadron N.Z.R.Y.S.

Signed by
Applicant.....

on thisday of201...

Please post to:
The Secretary
New Zealand Radio Yacht Squadron
48A Corunna Road,
Milford 0620

Note: Membership expires 30th September each year.

Member's Frequencies

27 MHz	
26.975	Geoff McGill
26.995	Kevin Whitehead
27.020	Richard Plinston
27.045	Neil Purcell
27.070	
27.095	John Macaulay
27.125	
27.145	Daniel Bush
27.170	
27.195	Paul Taylor
27.220	
27.245	
27.255	
27.280	
29 MHz	
29.725	
29.745	
29.765	Tom Clark
29.775	Kevin Webb
29.785	John Dowler
29.825	
29.845	Allen Reynolds
29.865	Peter Andrews
29.885	John Chittenden
29.905	
29.925	Simon Adamson
29.945	
29.955	
29.965	
29.985	
40 MHz	
40.530	Harry Bowles
40.790	Club Boat
40.810	
40.830	Neil Cullen
40.850	Ivan Fraser
40.870	Bruce Watson
40.890	Bruce Watson
Other	
72.350	Geoff Atkinson
2.4 GHz	Richard Plinston
2.4 GHz	Ian/Carol Berquist
2.4 GHz	Harry Bowles
2.4 GHz	Brett Bakewell-White
2.4 GHz	Gary Irwin
2.4 GHz	Terry O'Neill
	Lindsay Banks
	Grahame Doggett
	Dan Leahy

If you are not in this table then you were not financial in 2012 and your frequency may be reassigned to a new member.

Systems using 2.4GHz do automatic channel searching and do not clash with each other.