



'UPWIND'

October 2013

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



2013 ANNUAL GENERAL MEETING AND PRIZE GIVING

Date: Sunday 3rd November 2013

Time: 4:00pm (after sailing)

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 2014 season
committee. All positions available

For catering purposes, please RSVP to

Peter Andrews by October 25th

Phone: 410 4148

Email: pfa@xtra.co.nz

This years annual meeting, AGM and prize giving will be held on Sunday November 3rd in the AAFL club rooms by the side of the Onepoto Domain pond.

The meeting commences at 4.00pm. It is later this year due to a regular booking each Sunday. This booking are later in the day due to daylight saving as they conform to Korean time.

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 2014 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.

Commodore
President
Secretary
Treasurer
Newsletter Editor
Minimum 3 Sailing Committee

The committee meets infrequently and it is not too onerous to organise each weeks sailing.

We also want suggestions and proposals for the events in the new year.

Please give your support to the club and attend the annual meeting – let Peter know by October 25th if you will be attending and whether or not you will be bringing a partner or other visitor.



Stinky, toxic sludge set to go

By JESS ETHERIDGE

Onepoto Pond will be out of action for almost 10 months while toxic sludge is dredged from it.

For six years, residents have campaigned for the pond, home to birds and other wildlife, to be cleaned up. The pond is popular with remote control boat enthusiasts.

A jar of the toxic sludge sits in the Kaipatiki Local Board office, left by a concerned resident to demonstrate how bad the water really is. The pond stinks over summer as the water and sludge warms up.

Auckland Council included the pond dredging in its annual plan budget for 2012/13. It is estimated to cost between \$800,000 and \$1 million, Kaipatiki Local

Board member Grant Gillon says.

The resource consent process, design and tender for the project are expected to be passed by next March.

Mr Gillon says the works being completed during winter means disruption to park users should be minimal.

Suction dredging is scheduled to start by next April.

Onepoto Pond is expected to be reopened by November 2014.

Chairwoman Lindsay Waugh says the sediment in the lake needs to be removed as it reduces the pond's usability. The board was told sediment drained will be dumped off-site but where is unknown, with a landfill as a last resort.

Remote control boats get caught in the sludge, making it difficult for enthusiasts.



Sludge: Ian Crooks told the *North Shore Times* in 2009 the pond at Onepoto Domain was silting up and becoming toxic, creating bad conditions for remote control boats.

Photo: BEN WATSON

From the President

We have been sending submissions to the various councils and community boards for some years to have the pond dredged. Finally it has become more than an agreement that it should be done and may actually be scheduled to be done over winter.

We have known that this work will close the pond and will require us to find an alternative sailing site for the duration. However, we expected this to be just a couple of months. It seems from this report that it may be from April to November, which is up to 33 weeks.

Hopefully this work will also include the various maintenance items that have been increasing during the last year or so. These include:

Flap valves no longer work.

Weir gate chamber leaks through cracks in the concrete.

Weir gate sill needs replacing.

Fountains ceased working.

These were reported to the community board in two reports made in February 2013. These are available on the website in the Onepoto/Reports section.

What we need to do now is find an alternate sailing pond that is suitable and convenient for all members. I have listed some here that will need to be discussed by the members at the AGM and afterwards until a consensus is agreed.

Quarry Lake should be investigated and members should submit suitable ponds in their area.

In the meantime the Onehunga lagoon may be a good choice.

Alternative Sites - less suitable

Pupuke Quarry Lake, Takapuna

This is currently used on the weekends and also suffers from weed problems. It also has a steep cliff along two sides which disrupt the wind.

Chelsea Reservoir, Northcote

This is likely to be unavailable because it is used for cooling water for the sugar plant. It also has cliffs on two sides and has trees on the seaward side.

Lake Kensington, Orewa



This was reported on in August. It is rather small and is surrounded by apartment buildings, rising ground, trees and Alice Eaves Bush Reserve.

Stormwater Control, Orewa



This would be suitable, it is large enough and not too many trees, except that it has too much water plants and weeds.

Alternate Sites - Onehunga Pond

The pond at Beachcroft Ave. in Onehunga is a salt water tidal pond on the Manakau Harbour.



During the weekend the tidal gates are closed on request to hold the pond at the high water level.



There is ample water depth around most of the pond edge and hard standing giving easy access.

There are some sloping beaches which would require wading to recover boats.



Ample parking is available close to the most accessible water edge.



Items to be Determined:

There are no buoys in the pond so a dinghy would be required to lay and recover them for each racing day. The depth is unknown but is likely to be much greater than the length of the buoy anchoring used at Onepoto so new buoys would be required.

It is unknown whether other groups, or individuals, use this on a regular basis or would clash with our use of it. It may be necessary for someone to visit the pond on some Sunday afternoons to see if it is in use.

Other Features:

The park has a playground, and exercise area and a half tube.

Life of the Pond:



Common seabirds and wading birds can be found all around the lagoon.

Buying a Seawind

New Kits:



Kyosho manufactured Seawinds in three materials: ABS, Fibreglass, and Carbon Fibre.

The original, and by far the most common, and also the cheapest is the ABS plastic hull kit. It is rugged and long lasting though it can suffer from some hairline cracking around stress points.

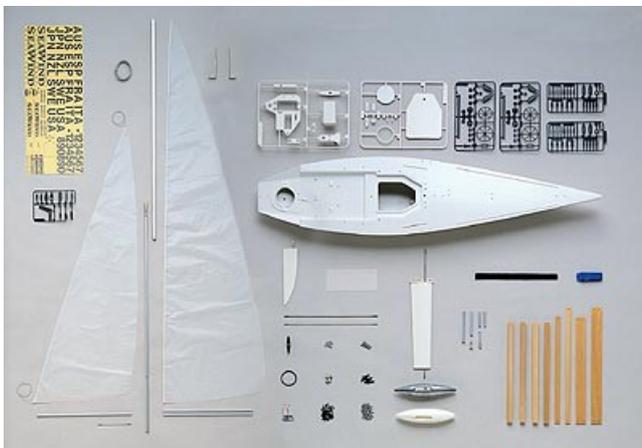
The fibreglass edition was only produced for a short time some years ago. It suffered from distortion from the stress of its rigging.

The Carbon Fibre Edition (CFE) was produced in small batches for several years and it seems that it is now discontinued. Examples may still be found in retail outlets. It is priced much higher than the ABS kit. It is lighter than the standard Seawinds by 200gram or more but for club racing it requires ballasting to a minimum weight of 2.95Kg.

More recently Kyosho has announced a ReadySet kit which is already painted and assembled and comes complete with servos installed and 2.4MHz radio set. See photo bottom right. These should be available soon.

Building a Kit:

All the editions are identical except for the hull and the assembly is the same in all cases.



The instruction booklet illustrates clearly all the steps required and this should be studied before any action is taken. A PDF of the booklet is available from seawindrc.com.

Radio Control and Servos:

The kits from Kyosho are usually without radio of servos but retail outlets will bundle these to give a single purchase option.

Two Servos are required, one being a sail arm servo for the sheets, the other being for the rudder. The usual sail servo is the HiTec HS-765HB which has a 120degree swing of its sail arm. A number of small rudder servos can be used.

The club secretary holds stock of these servos and they are available to members at competitive prices.

Radio transmitters and receivers can be in the 27MHz, 29MHz or 40MHz ranges, such as the HiTec Ranger II. Some other ranges are disallowed for boats as they are reserved for specific uses, such as aircraft. These units require matching crystals for a specific frequency. As each boat must use a different frequency it is necessary to have one allocated by the club secretary. This usually requires discussion between the retailer, having only a small selection of crystals, and the club, having a small range of unused frequencies.

A better option is to use a 2.4GHz system, such as the HobbyKing or the Spectrum DX5e. These units electronically search for an unused channel so they do not interfere with each other.

Transmitter 'modes'

Transmitters are made, or can be configured, in several 'modes'. This is the arrangement of the controls. In particular the 'throttle' control, which is used for sail control, is not self-centering while all the others do self-centre.

Mode 2 is the preferred arrangement as it has the 'throttle' is on the left which is more natural for most users.

Secondhand Seawinds:

Occasionally Seawinds can be found on TradeMe.



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 2013 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.

The Club Tug Revisited



The Club Tug is a Vac-U-Tow type from vac-u-boat.com. This is a model in 1:48 scale of a river barge pusher, it has been in intermittent use since 2006. See *Upwind Newsletter May 2007*, available on the website. It has not been used since it sank on launching a couple of years ago with the battery being destroyed.

When I was given the electric speed boat by the Police lost&found I decided that the battery could be used in the tug and this would be a more appropriate use. Checking the components showed that the motor and speed-control worked, and the rudder servo could be brought back to life with a strip and clean.

I disliked the look of it as a river barge pusher, it could be made to look more in scale by discarding the top cabin and painting over the doors and windows.



The boat has triple rudders and these were loose.



Access to the forward rudder tiller bars was impossible due to the limited size of the rear hatch. The only solution was to apply as much epoxy glue as possible and hope this worked.



To improve the sea keeping the lower cabin was reinforced with acrylic. The opening was reduced to avoid any further problems with poor launching technique. This would be covered by a flat roof.



A tray for the electronics was cut from an old plastic casting. Note the ridges on the underside which will keep the parts further out of the bilge water.

Velcro strips were attached to hold the batteries and receiver. The speed control was screwed in place.



The velcro should allow the batteries to be removed for charging without having to take out the tray – which is a very tight fit through the smaller hatchway. It does fit nicely into place once manouvered and raises electrics about 12mm above the bilge.



Installed with the wiring reconnected. The switch has been moved to be external on the rear cabin wall so that the cabin can be sealed. The aerial is looped at the top of the cabin for best reception.



A temporary acrylic cabin roof (which may prove to be not so temporary) with a closed foam gasket is screwed on to seal the hull for its trials. A 3.5inch 'Burger King' helmsman gives a more appropriate scale appearance to the boat, making it look more like a narrow-boat motorised barge that is similar scale to the Seawinds it will tender.



We also have Toot which was built by Geoff Atkinson and donated to the club.

Race Results 2013

Summer Series

1st	Geoff McGill	31
2nd	Richard Plinston	50
3rd	Kevin Webb	59

Autumn Series

1st	John McCaulay	43
2nd	Geoff McGill	57
3rd	Kevin Webb	58

Winter Series

1st	John McCaulay	45
2nd	Kevin Webb	49
3rd	Geoff McGill	59

Spring Series

1st	Bruce Watson	50
2nd	Richard Plinston	53
3rd	John McCaulay	54

Divisional Part 1

A	Geoff McGill	29
B	Ivan Fraser	27

Divisional Part 2

A	John McCaulay	26
B	Terry O'Neil	19

Aggregate Match Race Series

1st	Kevin Webb	46
2nd=	John McCaulay	43
2nd=	Geoff McGill	43

Match Race Cup 2012

Kevin Webb

Match Race Cup 2013

TBA

Anniversary Regatta

1st	Garry Irwin	7
2nd=	Neil Purcell	9
2nd=	Geoff McGill	9

President's Regatta

TBA

Proposed 2014 Schedule

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

Life of the Pond

We seem to sometimes have a couple of interesting visitors to the pond – a pair of black swans that seem very tame and will take bread from your hand. Watch out for their serrated beaks – modified to crop the aquatic plants they eat.



Although the black swan was present in NZ at the time of first human settlement, they were no longer present by the time Europeans arrived. The current populations were re-introduced from Melbourne in the 1860s. What's more, it is now thought that the extinct native swan is

in fact the same species as the Australian black swan now re-introduced to NZ.

The brand name Swanndri for water-proof woollen garments, registered in 1913 was named by the designer William Broome because the rain would literally run off the back of the garment as it does on a swan. Broome's design began after he was frustrated by the persistently rainy New Zealand weather. The original garments were dipped into a mixture of dissolved chemicals and then dried. It is not known if Broome had been taught the method for shower proofing the fabric he used or whether he developed the formula himself.



Analysis of a buoy rounding

When the wind is north west there is difficulty setting a good windward start. The start line needs to be along a line that can be sighted to allow early starts to be seen. This can mean that a reaching or running start is used to a downwind buoy from which there is a windward leg. This should be set so that the reach or run is as long as possible to spread out the fleet.

Recently this was done in light winds. For one race the wind was particularly light.



The first mark is the red buoy to right of centre, beyond the yellow. Neil gets a good start (beyond Ivan), Garry goes extreme left, many of the rest form a line abrest.



Neil takes a good lead (centre) while I move left to join Garry. The rest move right to try to get inside overlap and this groups them closer.

When there is a group in very light winds the wind tends to go around the group rather than through it.

Garry and I reach across the face of the fleet as they approach the mark.



Neil was first around and has gone. Garry and I clear the fleet and chase Neil.

The bulk of the fleet arrive at the mark together, fail to give each other room and raft up.



I am not sure that they all made it around. The buoy is visible over Ivan's foredeck and a couple of boats were outside him.

NEW ZEALAND RADIO YACHT SQUADRON

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

Commodore	Kevin Webb
President	Richard Plinston
Secretary/Treasurer	Peter Andrews
Sailing Committee	John McCaulay
	Alan Reynolds
	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

Member's Frequencies

27 MHz	
26.975	Geoff McGill
26.995	James Keogh
27.020	Richard Plinston
27.045	Neil Purcell
27.070	
27.095	John Macaulay
27.125	
27.145	Daniel Bush
27.170	
27.195	
27.220	
27.245	
27.255	
27.280	
29 MHz	
29.725	
29.745	
29.765	Tom Clark
29.775	Kevin Webb
29.785	
29.825	
29.845	Allen Reynolds
29.865	Peter Andrews
29.885	
29.905	
29.925	
29.945	Noel Heerdegen
29.955	
29.965	
29.985	
40 MHz	
40.530	
40.790	Club Boat
40.810	
40.830	
40.850	Ivan Fraser
40.870	Bruce Watson
40.890	Bruce Watson
Other	
72.350	Toot the Tug
2.4 GHz	Richard Plinston
2.4 GHz	Ian/Carol Berquist
2.4 GHz	Gary Irwin
2.4 GHz	Terry O'Neill
2.4 GHz	Dan Leahy

If you are not in this table then you were not financial in 2013 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.

Note: Membership expires 30th September each year.