



'UPWIND'

October 2014

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



2014 ANNUAL GENERAL MEETING AND PRIZE GIVING

Date: Sunday 2nd November 2014

Time: 4:00pm

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 2015 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 ~~Saturday~~ Sunday November 2nd in the AAFL club rooms by the side of the Onepoto Domain pond.

The meeting commences at ~~4.30pm~~ 4.00pm.

~~The change to Saturday and the later time is due to the unavailability of the clubrooms on any Sunday in November.~~

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 2015 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 24th if you will be attending and whether or not you will be bringing a partner or other visitor.



From the President

Onepoto Domain has become too popular at the weekends, and especially on Sundays. In winter the soccer club uses the sports fields all morning. In summer the AAFL often play in the afternoon. All day on the weekend, from quite early, people come to the domain from much of Auckland because it has the best area for children to ride their bikes and trikes.

In addition, the Council have their 'Summer Fun' program that brings a truckload of various children's bikes, scooters and weird vehicles that attracts even more from all over the North Shore and perhaps even further afield.

The result is that parking has often become a real problem. Not only are all the spaces filled but cars park along the dashed yellow lines which reduces access to single lane.



On one day in March parking was opened up on the grass area, or perhaps it was just that the chain hadn't been secured. This helped keep the road clear but would only encourage more to turn up and eventually would add to the problems.



When the weather is really poor in winter.

Handicap Space parking: Wall of Shame



Rule 18 (?) collision:



Two boats were approaching a windward mark. Black's track was more than a boat length from the buoy.

Red, having overstood, was sailing faster but did not establish an overlap in time to claim room at the mark.



After the two boats tacked there was a collision. Black claimed he had rule 18 buoy room going to the mark and Red was given a penalty.

However, the rules are more complicated than that. When the two boats tacked they passed head-to-wind:



Rule 18.2(c) has:

However, if the boat entitled to mark-room passes head to wind or leaves the zone, rule 18.2(b) ceases to apply.

Rule 11: ON THE SAME TACK, OVERLAPPED

When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat.

Wattle Farm Ponds:



Wattle Farms ponds in Manurewa used to be sewage ponds but have been reclaimed. The right-hand pond, furthest from the road, is wildlife reserve and cannot be used. The left pond, shown here empty, is tidal with gates that can be closed to retain a depth of around 2 feet.

The pond is used for sailing by IOM One-metre on the weekend.

AGM 2014 Proposed Motions

Proposed motion from Bruce Watson:

The rule that a penalty is required after touching a mark is to be removed, as is done by the Electrons and others.

Comment from Neil Purcell:

In the Electron's races this leads to abusing the 'room at mark' rule.



My comment:

Touching a mark often results in a Seawind catching its keel on the mooring rope. Electrons have raked keels and don't have that problem. It is always best to keep well clear.

Proposed motion from Richard Plinston:

That the seasonal series return to 3 scratch races and 3 handicap (including divisional) races.

Proposed motion from Richard Plinston:

In the case that there are 4 handicap races and 2 scratch races the calculation of the new handicaps each race day should include a factor for the results of the handicap races, such as the average result, be added to the scratch race results being input to the calculation.

Comment from Ivan Fraser (who understands the calculation):

Handicaps should not be calculated on handicap results.

Handicap Calculations.

Each seasonal series week the scratch race results are added together for each boat. This used to be for 3 races, but is now for 2 only. The computer program scales these results into the range 0-70, then for each boat the current handicap is moved towards the new calculated one by a maximum of 10 seconds. It take two results, the first is indicated by a + sign, in order to increase the handicap by 10 seconds but only one to decrease the handicap. The handicaps for A, B and C divisions are limited to 30, 50 and 70 seconds respectively.

Feedback, suggestions and ideas for the AGM

From **Mike McCaw:**

1) **Incorporation** - I note that the organisation is not incorporated. I am not sure of the reasoning for this, but is this something that should be considered by the members - the advantages and disadvantages would need to be identified and a discussion with the membership at the meeting.

2) **Format** - I've only been here for three series and it seems to work. I haven't been involved with the regatta's so can't comment on them.

3) **Competition** - should we consider an inter club competition with the Orewa Seawind club - or any other Seawind clubs around the country?

4) **Handicaps** - whilst the structure of the race day is fine, some consideration should be given to the handicap of a person who has a high handicap (i.e. 40 secs and higher) who wins a handicap race. I'm not sure how handicaps are calculated but could an adjustment be made if you win and the 2 of the next 3 finishers are on lower handicaps (i.e. less than 40 secs).

5) **The Match Racing Cup** should be the ultimate match racing event. However, as the Divisional series is split into two, how about a divisional match race competition based on the finishing places in the first series - for C division 2 v 3 (best of 3 races to be completed during the winter series) race off to see who races 1 (best of 3 races completed during the spring series). The same for Division B. Division A does not need this as they are all (theoretically good enough to be racing for the Match Cup). This creates some reward / competitiveness / meaning for Division B and C.



A mascot of one of the AFL teams enjoys swimming the pond.

History of Onepoto

Onepoto Basin, Tuff Crater (or Tank Farm) and Lake Pupuke are the result of volcanic explosions along the same fault line. Dated at 200,000 to 250,000 years old, this makes them the oldest eruptions in the Auckland volcanic field. The explosive nature of these eruptions formed the hardened 'tuff' ring as magma and ash were blown out of the centre leaving a deep crater that later filled with water.

Maori legend tells of an argument between Matakamokamo who lived on a mountain on the site of Lake Pupuke and his wife Matakerapo.



Matakerapo

While arguing about the quality of garments that Matakerapo and her maid had woven, they let their house fire go out, and as it could not be re-kindled, Matakamokamo cursed Mahuika the goddess of fire. In retaliation, the fire goddess called on a fellow deity Mataoho, the god of earthquakes and volcanoes, to cause a volcanic eruption to punish the quarrelsome couple.

The mountain where the couple lived sank leaving Lake Pupuke in its place. At the same time Mataoho caused Rangitoto to rise from the sea, and it was to this island that Matakamokamo and Matakerapo fled in panic. Later when they returned to the mainland, the wrath of Mataoho was again directed on them. They were turned to stone and sank beneath the ground producing violent eruptions which formed the two explosion craters: Tuff Crater (the bowl of Matakamokamo) and Onepoto Domain (the bowl of Matakerapo).



Carol Bergquist



Onepoto crater in 1910 as two postcards.

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. This consists of two scratch races, where the fleet all start at the same time and three handicap races where each member has a performance handicap between zero and 70 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, 40 and 70 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 two scratch races. 'A' division members can only have handicaps in the range 0-30 seconds while 'B' division can be 0-50 seconds and 'C' division 0-70 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 2014 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.

Things that Break

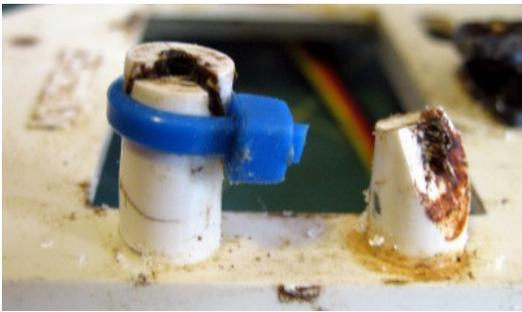


The masts of Seawinds have a weak point and that is the jointer which has some copper content. Dampness causes a reaction between this and the aluminium of the mast leading to corrosion eating into the mast from the inside. The break in the photo above is just at the top of the jointer. A previous break that has been repaired can be seen at the lower end of the jointer.



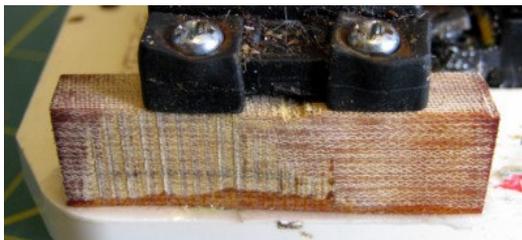
These breaks can be fixed using an internal split made from aluminium. I use a bench disk sander to shape an offcut to suit the internal shape of the mast at one end and the jointer at the other.

Use gloves and hold the splint in pliers during shaping as it gets very hot.



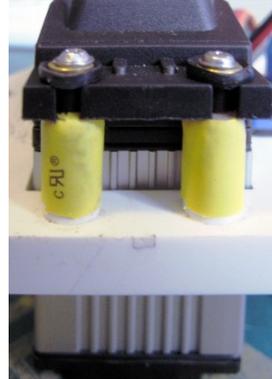
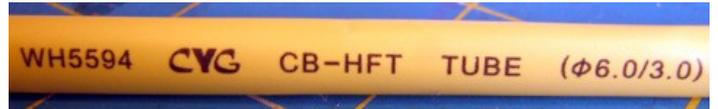
The servo posts, especially those for the sail servo are likely to break up. The steel screws holding the servo will rust and expand. As the posts split the strain from the servo will break the posts apart.

Here an attempt has been made to hold them together using wiring straps.



The posts were cut off and a piece of Tufnol was glued to the tray and drilled right through to take 3mm bolts.

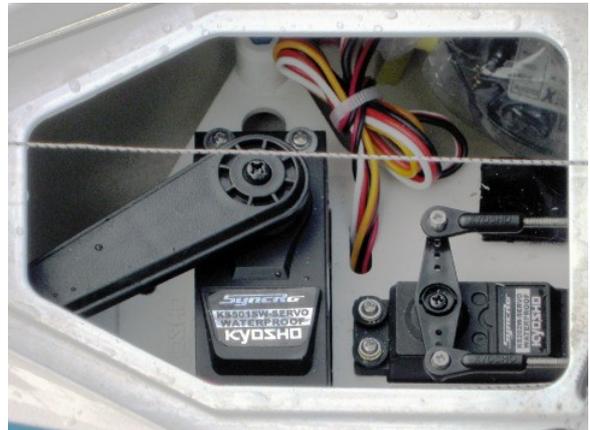
It was reported earlier that Geoff Atkinson had used some tight fitting aluminium tube over the posts when building a new boat to prevent the posts splitting.



Neil Purcell has used heat shrink tubing to achieve the same result. This 6mm tube fits over the posts nicely and then shrinks when heated with a heat gun or similar to apply compression.

It will shrink to 3mm if empty and will, at least, hold the post together if it does split.

Kyosho Sail Servo



The Readysset Seawind includes Kyosho servos and radio set. The servos claim to be waterproof. These are available separately from webmod (modelzone.co.nz). The correct sail arm must be used with this as the splined boss is much larger than that used on the Hi-Tec HS-765HB* and Futaba S3801 sail servos.

Neil Purcell has a KS501SW, as above, in one of his boats and he reports that it is powerful but draws a lot of current and this has caused his 2.4MHz receiver to cut out as the voltage dropped below that required. As it takes a few seconds to reconnect when the voltage recovers this causes loss of control for a short time. He says that it may be necessary to use 5 cell (alkaline) or 6 cell (rechargeable) batteries to ensure sufficient voltage.

Alternately a 'voltage protector' was described in the October 2103 Upwind newsletter and this may be sufficient to prevent the receiver shutting down when the voltage drops during heavy loads from the servo.

* **Note:** the club has these available to members.

Race Results 2014

Summer Series

1 st	Bruce Watson	41
2 nd	Richard Plinston	54
3 rd	Geoff McGill	60

Autumn Series

1 st	Bruce Watson	51
2 nd	Kevin Webb	55
3 rd	Geoff McGill	58

Winter Series

1 st	John Macaulay	28
2 nd	Bruce Watson	43
3 rd	Kevin Webb	46

Spring Series

1 st	Kevin Webb	43
2 nd	Bruce Watson	46
3 rd	Richard Plinston	51

Divisional Part 1

A	Bruce Watson	33
B	Ivan Fraser	21
C	Carol Bergquist	18

Divisional Part 2

A	John Macaulay	19
B	Ian Bergquist	17
C	Carol Bergquist	11

Aggregate Match Race Series

1 st	Richard Plinston	44
2 nd	John Macaulay	42
3 rd	Kevin Webb	41

Match Race Cup 2013

Kevin Webb

Match Race Cup 2014

TBA

Anniversary Regatta

1 st	Kevin Webb	8
2 nd	Bruce Watson	10
3 rd	Peter Andrews	14

President's Regatta

TBA

Proposed 2015 Schedule

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

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
	Bruce Watson
	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		
26.995	28	Ian Clark
27.020	01	Richard Plinston
27.045	6	Neil Purcell
27.095	18	Geoff McGill
27.125		
27.145	303	Alex Roy
27.195		Club Tug
27.225	77	Dick Bannister
27.245	96	Club boat ex Gerald
29 MHz		
29.725		
29.745	24	John Hinton
29.765	2	Tom Clark
29.775	30	Kevin Webb
29.825		
29.865	21	Peter Andrews
29.905	6	Neil Purcell
29.925		
29.945	20	James Keogh
29.965	88	Sam Lomax
40 MHz		
40.570	85	Sam Lomax
40.790		Club Boat
40.850		
40.870	33	Bruce Watson
40.890	33	Bruce Watson
Other		
72.350		Toot Tug
2.4 Ghz	1	Richard Plinston
2.4 GHz	5	John Macaulay
2.4 Ghz	9	Mike McCaw
2.4 Ghz	12	Terry O'Neill
2.4 Ghz	14	Dan Leahy
2.4 GHz	20	James Keogh
2.4 GHz	33	Bruce Watson
2.4 GHz	4 40	Geoff Atkinson
2.4 Ghz	55	Ian Bercquist
2.4 GHz	64	Garry Irwin
2.4 GHz	66	Brian Stiff
2.4 GHz	72	Trevor Shoebridge
2.4 GHz	84	Ivan Fraser
2.4 GHz	99	Carol Bercquist
2.4 GHz	350	Kathy Simpson
2.4 Ghz	400	Tony Vincent
2.4 GHz	478	Daniel Bush

If you are not in this table then you were not financial in 2014 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.