



'UPWIND'

October 2017

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



2017 ANNUAL GENERAL MEETING AND PRIZE GIVING

Date: Sunday 29th October 2017
Time: 3:00pm

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 2018 season committee. All positions available

For catering purposes, please RSVP to
Peter Andrews by October 22nd
Phone: 479-4894
Email: pfa@xtra.co.nz

This year's annual meeting, AGM and prize giving will be held on Sunday 30th October in the AAFL club rooms by the side of the Onepoto Domain pond.

The meeting commences at 3:00pm.

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 2018 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 week's 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 22nd if you will be attending and whether or not you will be bringing a partner or other visitor.



Proposals for the AGM



President's Cup

Kevin Webb proposes that the President's Cup Regatta is the premier event of the club and that a new, more appropriately prestigious cup be acquired for this event.

This will be raced for on October 8th 2017.

Seawind Rules Amendment

Richard Plinston proposes an amendment to the Seawind rules to help prevent boats becoming locked together when they come too close or collide during a race.

The standard build of a Seawind has cleats at the rear end of the main boom and the jib boom that can catch in the rigging of other boats and make them difficult to separate.



Two boats locked together by cleat on main boom caught on other's shrouds.

The amendment would require that cleats not be able to catch on other boat's rigging and if they could then the boat would fail a compliance inspection.

Cleats could be covered, could be fitted above or below the booms or could be on the side of the booms as long as they are far enough forward that they cannot swing out beyond the local deckline.



From the President

I think that all racing should be as inclusive as possible. Every member that turns up on a Sunday afternoon should be included in the events. A decade or more ago the match racing was organised much like a tournament where an attempt was made to have every boat match race against every other. This was scheduled to occur over two successive Sundays.

This worked for the first weekend, as many races as possible were sailed within the time constraints, but not all combinations could be completed within the time. The problem came on the second Sunday when there was a somewhat different set of members. Many races were given byes because one competitor did not turn up, while members who had not been there for the first day were excluded from the competition.

If I recall correctly about the last time this organization was used, there were just 4 match races that could be raced within the draw.

Because of this I drew up the current format for the Aggregate Match Race Series which ensured that everyone who was at the pond could race and this was counted. So far it seems to be successful at being inclusive.

For the Match Race Cup there was also a defender series, as there was for the America's Cup, where the current holder and a couple of others raced for becoming the defender while the challenger was the winner of the match race series. Defenders were excluded from the challenger series. These, and the Match Race Cup series itself, again excluded members not directly involved. The defender now is the current holder.

Yet again this year, last year's Match Race Cup series has not been completed as I write this in the last week of the club year. Part of this is because these races take up time that could be used to run an inclusive race with all members present.

There has also been a problem in sailing the other Match Race Cups: the Fraser Cup and the McCaw Cup; the members that should have been racing for these were not at the pond on the same days, or the weather was inappropriate.

Richard Plinston, President NZRYS

Overtaking Boat Keep Clear?

That rule is part of 'Avoiding Collisions at Sea' and not of the racing rules. There is a rule 12 though that has:

"When boats are on the same tack and not overlapped, a boat clear astern shall keep clear of a boat clear ahead."

Keep clear is defined as:

"A boat keeps clear of a right-of-way boat

(a) if the right-of-way boat can sail her course with no need to take avoiding action and,

(b) when the boats are overlapped, if the right-of-way boat can also change course in both directions without immediately making contact."

A boat changes direction by rotating its stern with the keel blade acting as an axis, thus keeping clear while astern of another is not just 'not hitting the transom', but also must cater for the boat ahead to manoeuvre as required to maintain their course.

If a boat clear ahead establishes an overlap to leeward of the other then it gets right-of-way but is subject to rule 15:

"When a boat acquires right of way, she shall initially give the other boat room to keep clear, unless she acquires right of way because of the other boat's actions."

If the overlap is too close to the boat ahead then that boat cannot swing her stern to turn away from the new right-of-way boat and is thus in breach of rule 15 and may have been in breach of rule 12 before the overlap was established.

The Case Book



World Sailing produces a book which is a review of the cases adopted by the World Sailing Council. The current version is called "[The Case Book for 2017 - 2020](#)" and has a subtitle of "Interpretations of the Racing Rules".

Many of these cases are based on appeals made to a national body over incidents in racing. Others are requests for clarification or correction about the wording or implementation of a rule.

It is a great guide to help learn the rules. A link to the PDF of this book can be found on the web site in the Links section.

Life of the Pond - Pekin Ducks



Pekin ducks (without a 'g') are a domestic breed originally bred from small black ducks in China around a thousand years ago. In the 1870s they were imported into several countries and have since replaced many of the local domestic breeds, such as the Aylesbury duck in England which was also white and was the title character in 'The Tale of Jemima Puddle-Duck'.



Their legs are positioned quite far back in the body and this gives them a very upright stance on land. Ducklings are either bright yellow or dark brown.

Pekin ducks can be companion animals by being imprinted to humans at an early age. They will alert when strangers arrive. The ones that have at the pond are likely to have been pets that were released into the domain.

Pekin ducks will interbreed with mallards and the native grey ducks and the offspring may have many variations of colours, from white with flecks of mallard colours to almost completely black, as their ancestors were.



This pekin family was from several years ago. I used photos of them to write a children's book for my grandson: ['Dickie Duck gets Lost'](#).

Note: 'Peking Duck' is a recipe for serving duck in various ways. 'Bombay Duck' is a fish.

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 takes 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.

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 2017

Summer Series

1 st	George Stead	43
2 nd	Bruce Watson	51
3 rd	Kevin Webb	57

Autumn Series

1 st	Richard Plinston	52
2 nd	George Stead	56
3 rd	Kevin Webb	59

Winter Series

1 st	Neil Purcell	47
2 nd	Reuben Muir	51
3 rd =	Tom Clark	52
3 rd =	Bruce Watson	52

Spring Series

1 st	Reuben Muir	45
2 nd	Richard Plinston	50
3 rd	Neil Purcell	57

Divisional Part 1

A	Neil Purcell	24
	Kevin Webb	24
B	George Stead	17
C	Pierre du Plessis	45

Divisional Part 2

A	Richard Plinston	22
B	Tom Clark	18
C	Ian Power	40

Aggregate Match Race Series

1 st	Richard Plinston	42
2 nd	Kevin Webb	41
3 rd	Reuben Muir	40

Match Race Cup 2016

Richard Plinston

Match Race Cup 2017

TBA

Match Race McCaw Cup

TBA

Match Race Fraser Cup

TBA

Anniversary Regatta 2017

1 st	Bruce Watson	6
2 nd	Kevin Webb	12
3 rd	Neil Purcell	13

President's Regatta 2016

1 st	Kevin Webb	5
2 nd	Garry Irwin	13+1
3 rd	Bruce Watson	13+2

Proposed 2018 Schedule

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

Several ways to lose races



Proposals for AGM

1. that there be an accredited supplier, or more, of lead bulbs or a set of accepted dimensions
2. that the boom cleats have to be moved to inboard locations to avoid tangles and that additional cleats can be added to booms (rules mention booms cant be altered and does not state specifics so it follows that it is a general alteration, like drilling holes etc (as discussed sunday)).
3. That there be an official list of sail suppliers so we can buy a fresh set in confidence.
4. That the ability to change the rudder stock configuration to move the rudder closer to the hull be allowed or otherwise (the rules mention the boats silhouette cannot be altered), I note some have nicely altered the rudder position and I would personally like to be able to do it but I would like the rules on my side as well as a general acceptance so I am not stuck.
5. The Readysets all come with a 4 channel controller , so perhaps an update on the rules to say only 2 channels can be used on the receiver, this means any controller or receiver is OK in perpetuity.
6. That the club start a Facebook page to attract new members, I can help with it , I admin a few pages with excess of 500 users per page and one over 2500 users . I believe this could snag some of the younger generation and promote the club further at no cost.
7. That the buoys be repainted , yes I will help but I don't own a dingy, suggestion is to light sand and base white any of colour and coat the colour as the 2nd/3rd coats

I quite like the actual atmosphere that the club operates under, it keeps things very friendly and accommodating, I would like the official rules to be in a similar vein and perhaps a couple of my suggestions are simply updates to accommodate the Readyset and document those allowed mods which appear to be illegal to new folks.

Any how that is my 1 to 6 on the matter.

I'll have to have some more experience to write about anything on the technical side I think, however I do run an LiFePO4 battery which may be of note , but may also be well known already ?

Wayne Carkeek

NEW ZEALAND RADIO YACHT SQUADRON

135/21 Graham Collins Drive,
Windsor Park, Auckland 0632
Ph 479-4894

Commodore	Kevin Webb
President	Richard Plinston
Secretary/Treasurer	Peter Andrews
Sailing Committee	Terry O'Neil
	Neil Purcell
	Mike McCaw
	Reuben Muir
	George Stead

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 @ \$25.00 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
135/21 Graham Collins Drive,
Windsor Park, Auckland 0632

Member's Frequencies

27 MHz		
27.020	01	Richard Plinston
27.045	6	Neil Purcell
27.095	20	James Keogh
27.245	96	Club boat ex Gerald
29 MHz		
29.725		
29.745	24	John Hinton
29.765	2	Tom Clark
29.775	230	Kevin Webb
29.785	11	Club boat ex John Dowler
29.905	6	Neil Purcell
29.925	82	Simon Adamson
29.945	20	James Keogh
40 Mhz		
40.790		Club Boat
40.870		Bruce Watson
40.890	33	Bruce Watson
72.350	33	Toot Tug
2.4GHz		
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	21	Peter Andrews
2.4 GHz	33	Bruce Watson
2.4 GHz	4/40	Geoff Atkinson
2.4 GHz	35	Bruce Bower
2.4 GHz	47	Roger Hawkins
2.4 Ghz	55	Ian Bergquist
2.4 GHz	64	Garry Irwin
2.4 GHz	66	Brian Stiff
2.4 GHz	75	Phillip Brain
2.4 Ghz	80	Andrew Chong
2.4 GHz	84	Ivan Fraser
2.4 Ghz	87 88	Hans Koerselman
2.4 Ghz	92 196	Reuben Muir
2.4 Ghz	94	George Stead
2.4 GHz	99	Carol Bergquist
2.4 Ghz	101	Richard Plinston
2.4 Ghz	270	John Hotham
2.4GHz	478	Daniel Bush

If you are not in this table then you were not financial in 2017 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.