



'UPWIND'

October 2018

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



2018 ANNUAL GENERAL MEETING AND PRIZE GIVING

Date: Sunday 28th October 2018

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 2019 season
committee. All positions available

For catering purposes, please RSVP to
Peter Andrews by October 21st
Phone: 479-4894
Email: pfa@xtra.co.nz

This year's annual meeting, AGM and prize giving will be held on Sunday 28th 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 2019 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 21nd if you will be attending and whether or not you will be bringing a partner or other visitor.



Proposals for the AGM

Holiday fun days

Holidays and family days (Mothers, Fathers) that fall on or adjacent to a weekend are not used for competitive racing but are fun days. This is done so that families can use the long weekend without missing the competitions.

Next year, Waitangi Day and ANZAC Day fall midweek. This can make it difficult to decide which weekend to have the fun day, or indeed whether it is required to be one.

Handicap Races

Once again this year the top 4 competitors won more than half the races in the seasonal series. This is partly due to these members being in the races on more days than most others. A couple of years ago a proposal was adopted that more handicaps races were sailed than scratch races by having 4 handicap races, including the divisional start, and only two scratch races each day in the seasonal series. This would reduce the advantage that the top boats have with the scratch races and should distribute the race scores more evenly.

Weighing Scales



Wayne Carkeek has obtained the donation of a digital weighing scale from [Arrow Warehousing Supplies Ltd.](#) We hope to have a 'Weigh In' in the near future.



Drain Plugs

Wayne writes: I found these EDPM rubber plugs for the Seawind Drain hole, the stock

plug was my last source of water ingress issues and this appears to have totally solved it.

12-EPP05019EPDM Plug 5.08/1.57mmD 19.05mmL

[Link: www.hiq.co.nz](http://www.hiq.co.nz)

From the President

There has been an emphasis on the sailing rules recently. This may be because we have many new members this year.

Links to the full ISAF Racing Rules, to the ISAF Casebook, and to a poster that contains graphics of the rules are on the web site in the NZRYS Club section. This section also contains links to simplified summary rules that were previously published in the Upwind newsletters, to a website, Johns RC, that describes the rules and to tactics that will help use the rules to best advantage.

It also has the summary of rules that are used by the Orakei Yacht Club for Electron racing. This set of rules is mostly the same as the standard rules but contains a significant difference in respect of rule 18. It states that a boat with 'buoy room' retains this until it leaves the 4 boat length zone. A club may make adjustments to the standard rules for the events that they organize.

We use the standard rules, plus Appendix E, and this has 'mark-room' defined as being "room to sail to the mark" and "room to round the mark as necessary to sail the course" and excludes "room to tack". Once a boat has rounded the mark, or gone past head to wind, 'mark-room' no longer applies.

The documents does include much good advice about how to sail the race, though I think they only do port hand mark roundings which means that some may not apply for starboard marks.

It is important that members learn the basic rules and that referees are able to resolve issues that arise during a race as soon as possible. Otherwise disputes may need to be resolved by protest meetings.

Richard Plinston, President NZRYS



Overtaking to leeward.



Rule 12 has: *When boats are on the same tack and not overlapped, a boat clear astern shall keep clear of a boat clear ahead.*

Rule 15 has: *When a boat acquires right of way, she shall initially give the other boat room to keep clear.*

An overtaking boat that progresses from being clear astern to overlapped to leeward (photo above) must do so in a way that allows the other boat to keep clear. As boats steer from the stern they can only change direction by swinging their stern. This means that overtaking boat must only start to overtake at a distance to leeward that is sufficient for the now windward boat to be able to keep clear.

Rule 17 has: *If a boat clear astern becomes overlapped within two of her hull lengths to leeward of a boat on the same tack, she shall not sail above her proper course while they remain on the same tack and overlapped within that distance.*

This means that when a boat overtakes to leeward, within two boat lengths to leeward, it cannot luff the now windward boat by sailing above 'proper course', which is the course that the boat would sail in the absence of other boats.

Rule 19 applies to obstructions. A boat that has right of way is an obstruction to a boat that has to keep clear.

Rule 19.2(c) has: *While boats are passing a continuing obstruction, if a boat that was clear astern and required to keep clear becomes overlapped between the other boat and the obstruction and, at the moment the overlap begins, **there is not room for her to pass between them**, she is not entitled to room under rule 19.2(b). While the boats remain overlapped, she shall keep clear and rules 10 and 11 do not apply.*

In the photo (right) 6 is an obstruction to 30 and 5 should not attempt to go between them as there is insufficient room to pass between them if an overlap is established.

Case 23 clarifies that if 5 was on starboard then the two port tack boats would have to keep clear.

Life of the Pond - Dabchick

The New Zealand dabchick is a small grebe, also called the diver or weweia. It is found only in New Zealand and there are probably only around 2,000 of these birds. They are normally found in small lakes or ponds that are isolated from outside interference and have been seen very rarely at Onepoto. I have photographed them in the pond only twice.



They feed by diving to the bottom of a pond or river for insects, larvae, small fish or shellfish.



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.

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 2018

Summer Series

1 st	Kevin Webb	45
2 nd	Neil Purcell	47
3 rd	Richard Plinston	49

Autumn Series

1 st	Kevin Webb	55
2 nd	Reuben Muir	60
3 rd	John Macaulay	68

Winter Series

1 st	Reuben Muir	38
2 nd	Richard Plinston	49
3 rd	Neil Purcell	65

Spring Series

1 st	Reuben Muir	39
2 nd	Neil Purcell	55
3 rd	Kevin Webb	56

Divisional Part 1

A	Kevin Webb
B	Neil Purcell
C	Ian Power

Divisional Part 2

A	Reuben Muir
B	Neil Purcell
C	Laurie Glover

Aggregate Match Race Series

1 st	Richard Plinston	46
2 nd	Neil Purcell	42
3 rd	Reuben Muir	40

Challenger Trophy

Neil Purcell

Match Race Cup 2017

Richard Plinston

Match Race Cup 2018

TBA

Match Race McCaw Cup

Not competed

Match Race Fraser Cup

Not competed

Anniversary Regatta 2018

1 st	Bruce Watson	8
2 nd	Richard Plinston	10
3 rd	John Macaulay	13

President's Regatta 2017

1 st	Kevin Webb	6
2 nd	Reuben Muir	8
3 rd	Bruce Watson	10

Proposed 2019 Schedule

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

Several ways to lose races - 2018



Proposals for AGM - Wayne Carkeek

1. Whoever finishes last in a race gets a mentor allocated to help with some basic tuning tips, the person can refuse the offer of assistance of course, but the aim is to have people more competitive and capable of a race win, hopefully making the racing closer and more interesting.

The mentor should be the race winner of that same race, so it is not a matter of looking for volunteers. Just one improvement could be offered, ensuring that the recipient understands why and job done till next race. The process could be relatively seamless if the winner seeks out the last place getter and immediately offers some friendly help.

2. That one day a year be set aside specifically to maintain the buoys with as many hands on deck as possible and a dingy.



3. That we knock one day out of each season and insert some creative racing events, and those four events form a fun series cup throughout the year.

Other possibilities:

Teams racing with the placings of the first three boats in a team counting toward the win, and teams are based on boat rank and divided as equally as possible.

“Reverse grid” racing where competitors start in the reverse order of the last race in pairs at 10 second intervals per group position or some other similar reasonable separation to mix up the fleet.

Any other options we do not currently run, ideas welcome of course.

Certificates issued instead of a cup in this case to keep costs down.

And that those events be in the middle of each racing season to maintain interest in coming along giving 6 seasonal races per season instead of seven, drop 2 instead of 3.

Weir gates - Lowering the pond

Pond Level control

When the pond was dredged the council also replaced the wooden weir gates with aluminium boards in stainless steel tracks. The remains of the lower wooden boards can be seen on the right in the photo along with silt that is lodged between these and the new boards. It is also seen that mussels cover the boards and the walls of the chamber.

The gates control the height of the pond level and currently this is slightly too high as it right to the edge of the path, and often over it.



There is always water running over the gates except when there is a very long dry period during summer. When there is no changing of the water the pond will become stagnant, the oxygen level will fall and it will likely get algae.

In previous years it was arranged for the flap valves to leak and this brought the pond level up a couple of inches each high tide, dropping down again during low tide. The amount of water changed over a week, 13 tides, was equivalent to the total volume of the ponds. This kept the pond from stagnating, kept the oxygen level adequate, though the fountains also were used to do this, and raised the salinity to keep the algae down.

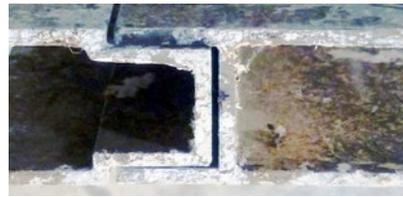
Without lowering the weir gate the pond will too often flood over the paths.

Weir gate Boards



The weir gate boards are aluminium extrusions that clip together. Each board raises the level by 3 inches (75mm).

The Problem



Over the years the gap between the boards has become invaded by some material, perhaps a form of algae, that has glued the boards together. This prevents the top board being removed. If excessive force is applied it may lift all the boards together and this would be a significant problem as it may let material lodge under the lowest board and then be impossible to get the lower boards to seat back to a reasonable seal.

The Plan

When the boards were changed the council made the weir far too high. The top board was removed to drop it to the current level. This board has been cut in half and the lower half will be used to replace the current top board. If this is still too high then the half board will be removed too.

In order to remove the top board it needs to be levered from the board that it sits on.



A set of spring compressors has been obtained cheaply at the local market and one (lower) modified to be an expander. It is planned to drill through the top two boards and tread wire through these and make them into loops. The expander can then be used to force these apart.



In order to deflect the water from the work area during drilling the half board will be added on top to raise the weir level and a piece of wood can be wedged in to deflect any overspill to be either side.

Richard Plinston - NZRYS President.

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
	Wayne Carkeek
	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
26.995	48	Steve Streater
27.020	01	Richard Plinston
27.045	6	Neil Purcell
27.145	4	Andy Spierer
27.245	96	Club boat
		29 MHz
29.885	37	Foster Watkinson
29.925	92	Simon Adamson
29.745	24	John Hinton
29.765	2	Tom Clark
29.775	230	Kevin Webb
29.785	11	Club boat ex Dowler
29.825	68	Gary McKenzie
29.905	6	Neil Purcell
29.985	45	Steven Sharp
		40 Mhz 72 MHz
40.790		Club Boat
40.870		Bruce Watson
40.890	33	Bruce Watson
72.350		Toot Tug
		2.4GHz
2.4 Ghz	1	Richard Plinston
2.4 Ghz	3	Wayne Carkeek
2.4 GHz	5	John Macaulay
2.4 Ghz	8	Roger Chisnall
2.4 Ghz	9	Mike McCaw
2.4 Ghz	11	Russell Green
2.4 Ghz	12	Terry O'Neill
2.4 Ghz	14	Dan Leahy
2.4 GHz	15	Laurie Glover
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	70	Alan Smith
2.4 Ghz	75	Phillip Brain
2.4 GHz	80	Andrew Chong
2,4 Ghz	84	Ivan Fraser
2.4 Ghz	85	Mike Renner
2.4 Ghz	86	Pat Vyas
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	104	Ian Power
2.4 GHz	270	John Hotham
2.4 Ghz	478	Daniel Bush

If you are not in this table then you may not have been financial in 2018 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.