NEW ZEALAND
RADIO YACHT SQUADRON

'UPWIND'

October 2020

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

2020 ANNUAL GENERAL MEETING AND PRIZE GIVING

Date: Sunday 1st November 2020
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 2020 season committee. All positions available

For catering purposes, please RSVP to
Mike Renner by October 23rd
P O Box 65-389, Mairangi Bay, Auckland.
Phone: 021 901 765
EMail: Mike@merel.co.nz

This year's annual meeting, AGM and prize giving will be held on Sunday 1st November 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 2021 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 Mike know by October 23rd if you will be attending and whether or not you will be bringing a partner or other visitor.

From the Inbox

Dear Sirs,

I would like to express my thanks to you both and your club members for their time and contribution on Seawind sailboat modifications which are featured in your website. Without their documented process and experience, I as a new owner of a Seawind RTR sailboat would not know of these shortcomings and required modifications to help prolong the lifespan of the sailboat.

My appreciation for their hard work, time and effort to help all skippers and newbies.

Best Regards
Mr. K C Ong

Hi K C

Many thanks for your email. I will arrange for it to be distributed to the club members.

We're really pleased that you're enjoying the information about tuning your Seawind. They're a simple boat with limitations on changes but some of our members, have come up with ways to make the Seawind more watertight and reliable. The other email addressee, Richard Plinston, has years of experience tweaking and restoring boats and it is mainly he who writes up the tips and traps.

Sharing this information helps everyone get better and have more fun racing.

PS. I can't work out from your email address where you are but I'm guessing it's the US. If on the other hand you live in New Zealand and get to Auckland we'd welcome you to the Onepoto Domain, with or without your Seawind.

Happy sailing
Mike Renner

Hi Mike,

Thank You for your reply and invitation. Apologies, I am from Singapore. In fact, I am a newbie to sailing. Had wanted to take up Seawind when she first show up on Singapore shores many years back but that time there was no great dissemination of information like your club and members available to share. There were books on rc sailing but non specific to Seawind.

Took up planes and helicopter since than and now decide to give sailing another go.

During this trouble time (Covid19), do take care of yourself and family as well to all your club members and their families too. Stay safe.

Thank You and best regards.
K C Ong

From the President

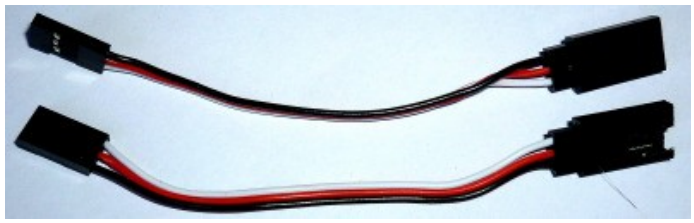
Wayne Carkeek runs a Facebook page "Seawind Racing at Onepoto Basin". This promotes the Seawind, Onepoto Domain and our club to people who would be unlikely to find or access the club webpage at http://Azonic.co.nz/NZRYS.

Wayne's page posts links to the weekly reports and other documents for others to access and also hosts many of my photographs including full size images of those that I have used in the reports. If you see photographs, such as ones of your own boat, in a report then you may well be able to collect it from Wayne's Facebook page.

I was recently able to catch a moment during high winds with a boat on the run being driven under water. I was astounded by the amount of mast bend this created (photo left) without the mast breaking. There was certainly the opportunity for breakages.

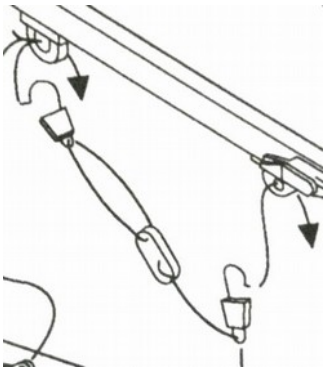
Richard Plinston, President NZRYS

Extender cables



Mike has obtained a number of 120mm extension cables for servos. These can also be used to connect the battery to the receiver instead of the supplied cable that has a switch. The battery connector has a ridge on one side so that it can only be connected one way. This requires that a slot is cut in the socket end of the cable as shown.

Bowsies and Slippage



The Seawind building instructions specifies that the sheets are set up (left) using clips to the booms and to cater for adjustment with the supplied bowsies. This works reasonably well with the supplied cord as this does not slip when used with these bowies.

In light winds the sheet can droop due to the weight of the bowsie and this may then catch on something on deck. If different cord is used, such as light fishing line, then it may slip in the bowsie and affect the tuning.

One way to avoid these problems is to change the configuration.

By tying some standard cord with a bowsie on it tightly between the two stirrups and tying the sheet to this bowsie it will not sag. If the cord is tied tight enough the bowsie won't slip yet will be adjustable. The sheet can be of any type of line, here it is a green 20lb fishing braid.

The disadvantage of this is that the sheets are not easily removed when the rig is taken off.

A meeting is an event at which the minutes are kept and the hours are lost.

Radio Control Fail Settings

Many 2.4 GHz radio control systems cater for a 'fail' setting where the sail (throttle) and rudder take a specific position if the radio connection is lost. This could be, for example, with the sails close hauled and the rudder hard over so that the boat circles in one place.

The setting is made when 'binding' the transmitter to the receiver. The receiver is powered on with the binding plug in place then the controls should be set on the transmitter to the required fail position before the transmitter is then switched on with the bind button pressed.

The receiver will store the fail position along with the transmitter binding code.

Broken Masts

Wayne Carkeek had a lower shroud fail when he launched the boat rather heavily and this led to the mast joiner cracking.

Wayne: I managed to panel beat the mast joiner into shape using the vice and a former or two, I worked out it can be flipped upside down and reused to move the weak area away from the joint. I'll go to 75kg cord to prevent the same series of events happening again, twice as strong as the stock cord but a similar diameter.

Rudder Servo Slop

Wayne: I have finished designing and building my rudder alignment tool and discovered an issue with my boat steering.

I was wondering if you have any practical ways of reducing slop in servos? My servo has some backlash in the gears and the rudder is not returning to a consistent centre each time, no doubt sending my boat on a different course each time I return it to centre as a result. I was thinking of fixing it by holding a constant tension on the servo so the backlash is held to a consistent "side" of the gears or of course replacing the servo if there are no crafty interim solutions. You normally have good solutions for common issues so i thought i would ask first.

Reply: I have not seen any significant backlash in a servo. There are differences in the diameter of the output shaft between brands and if the wrong brand of T-bar is used the splines may limit the slop but still allow this 'backlash'.

The standard cross bar at the rudder may also have slop when the brass boss will move in the nylon bar.

Wayne: Understood, I run a high voltage metal geared servo, it's very fast and powerful e.g. 15kg/cm but has its down sides it seems. I'm trying very hard not to ruin my keel seal I just got sorted last round, but I may have to tear it all back down and sort out a new servo.

I can see the rudder is very firmly fixed using our Red alloy arms we have and the screw holding down the servo horn seems to be moving in time with the horn, I'll investigate further.

Outcome: Wayne replaced his servo.

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 2020

Summer Series

1st	Reuben Muir	44
2nd	Bruce Watson	52
3rd	George Stead	55

Autumn Series

1st	Rick Royden	62
2nd	George Stead	75
3rd	Reuben Muir	80

Winter Series

1st	Bruce Watson	46
2nd	Reuben Muir	49
3rd	Tom Clark	62

Spring Series

1st	Reuben Muir	24
2nd	Wayne Carkeek	41
3rd	John Macaulay	42

Divisional Part 1

A	George Stead
B	Laurie Glover
C	Rick Royden

Divisional Part 2

A	Reuben Muir
B	Wayne Carkeek
C	Mike Renner

Aggregate Match Race Series

1st	George Stead	45
2nd	Richard Plinston	39
3rd	Rick Royden	38

Challenger Trophy

George Stead

Match Race Cup 2019

Bruce Watson

Match Race McCaw Cup

Rick Royden

Match Race Fraser Cup

Tom Clark

Anniversary Weekend Regatta 2020

1st	Bruce Watson	6
2nd	John Macaulay	8
3rd	Wayne Carkeek	13

President's Cup Regatta 2019

1st	John Macaulay	7
2nd	Bruce Watson	11
3rd	Tom Clark	12

Proposed 2020-2021 Schedule

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

Incident: Rules 18, 19 and 62

This incident occurred recently soon after the start of a handicap race. The blue buoy is a windward mark. 58 is the leading boat and is on starboard. **Rule 18**, mark-room, applies between 18 and 82 as they are on the same tack but **rule 18.1(a)** states that “it does not apply between boats on opposite tacks on a beat to windward”. **Rule 10** gives 58 the right of way and the other two should have kept clear.

Because they have to keep clear of 58 that boat is, by definition, an obstruction to 18 and 82. This means that **rule 19**, Room at an Obstruction, applies between these two boats. While 18 appears to clear behind 58 it is required by **rule 19.2(b)** to give 82 room to also clear 58, which it has not done.

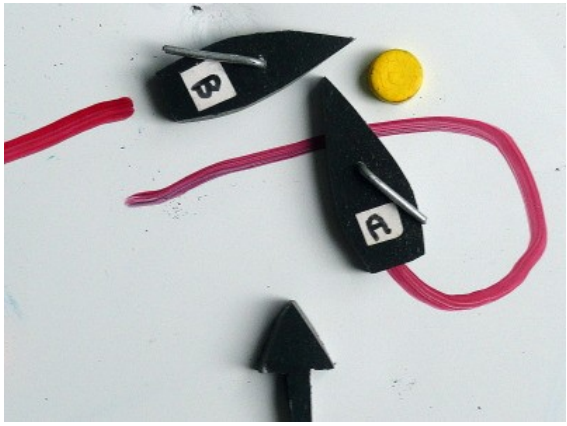
A penalty should have been given to 18. One was given to 82.

As a result of the collision 58 was pushed the wrong side of the blue buoy and also caught her keel on it while the other two sailed off and several others passed by.

Rule 62 allows a protest to the race officials to ask for redress. **Rule 64.2** allows a protest committee to give redress in various ways, including adjusting the scoring of the boats in the race. Examples of changing the score are given in **Rule A10**, such as giving the disadvantaged boat her average score in the other races in a series. In this case it could have been the average of the other handicap races. Or 58 could have been given a score ahead of the finishing position of both the other two boats in the incident.

Another Rule 18 incident

Another incident occurred at the previous mark. The wind was such that a windward start was not able to be made so a reaching start was set with a long first leg on starboard tack to a buoy which then gave a windward leg.



A boat (**A**) had missed the mark and circled around to approach the mark on port tack and collided with a boat (**B**) that was on starboard tack. **Rule 18.1(a)** did not apply because it wasn't a windward mark. **A** claimed that he should have been given room at the mark because he was ahead of **B** and/or overlapped inside.

However, **Rule 18.2(d)** states that “Rules 18.2(b) and (c) cease to apply when the boat entitled to mark-room has been given that mark-room, or if she passes head to wind or leaves the zone.”

As **A** had circled around onto port tack this had her pass head to wind so she was no longer entitled to mark-room.

These two boats collided rounding a mark and were still locked together some way down the leg. Because the boats steer by swinging their stern they found it difficult to separate.

Rule 11 should have applied with the windward boat (right) keeping clear.

NEW ZEALAND RADIO YACHT SQUADRON

P O Box 65-389, Mairangi Bay, Auckland
Mobile: 021 901 765
Email: Mike@merel.co.nz

Commodore	Kevin Webb
President	Richard Plinston
Secretary/Treasurer	Mike Renner
Sailing Committee	Reuben Muir
	Tom Clark
	Neil Purcell
	George Stead
	Laurie Glover
	Andy Spierer

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 <u>before</u> 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 this .....day of .....201...

Please post to:
The Secretary
New Zealand Radio Yacht Squadron
P O Box 65-389,
Mairangi Bay, Auckland

Note: Membership expires 30th September each year.

Member's Frequencies

Name	Sail No,	Frequency
Simon Adamson	82	2.4Ghz
Peter Andrews	21	2.4Ghz
Wayne Carkeek	3	2.4 Ghz
Brian Christensen	23	2.4Ghz
Tom Clark	2	29 765
Ivan Fraser	84	29.995
Laurie Glover	15	2.4Ghz
John Hinton	24	2.4Ghz
Hans Koerselman	87	26.995
Stewart Limmer	71	2.4Ghz
John Macaulay	5	2.4ghz
Mike McCaw	9	2.4 Ghz
Reuben Muir	92	2.4Ghz
Patrick O'Hanlon	51	0
Terry O'Neill	A12	27.28
Kjeld Parkin	58	2.4Ghz
Patricia Parkin	38	2.4Ghz
Ian Power	104	2.4Ghz
Neil Purcell	6	29 905
Richard Plinston	1	2.4Ghz
Mike Renner	85	2.4Ghz
Peter Rickerby	18	2.4Ghz
Rick Royden	234	2.4
Alan Smith	70	2.4 Ghz
Andy Spierer	4	27.145
George Stead	94	2.4Ghz
Foster Watkinson	37	2.4Ghz
Alan Watson	515	2.4GHz
Bruce Watson	33	26 975
Kevin Webb	30	29.775
Matt Wilmot	898	2.4GHz

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