



# 'UPWIND'

**October 2022**

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



## **2022 ANNUAL GENERAL MEETING AND PRIZE GIVING**

**Date: Sunday 6<sup>th</sup> November 2022**

**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 2023 season  
committee. All positions available

For catering purposes, please RSVP to  
**Mike Renner by October 23<sup>rd</sup>**  
**P O Box 65-389, Mairangi Bay, Auckland.**  
**Phone: 021 901 765**  
**Email: [Mike@merel.co.nz](mailto:Mike@merel.co.nz)**

This year's annual meeting, AGM and prize giving will be held on Sunday 6<sup>th</sup> 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 2023 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 23<sup>rd</sup> if you will be attending and whether or not you will be bringing a partner or other visitor.



## End of Year

Last year there was a lockdown from mid August due to covid that stopped the sailing at the pond and prevented the annual general meeting being held in the club house, or even outdoors. The AGM was cancelled and the officers were re-installed for the following year. With no sailing meetings at the pond we hadn't even been able to collect the cups and trophies in order to have them engraved. The prizegiving was held beside the pond in mid-January on a nice sunny day (below).



This year, all going well, we will be holding the AGM and prizegiving in the clubhouse at Onepoto.

We do need the cups and trophies returned soon as they take a few weeks to be engraved.

If you have any proposals for changes to the club organization or racing schedule then please send these to the club secretary before the AGM so that they can be included in the agenda.

The description of the current race series and the schedule of racing is included in this newsletter. The club organization and management of the pond can be found in the club section of the NZRYS website at <http://Azonic.co.nz/NZRYS> . Other documents that can be found there include the Seawind class rules, plus an amendment, Match racing start procedures, the Aggregate series procedures, B and C division race rules and how the handicaps are recalculated.

Any of these can be subject to a proposed change which would be discussed at the agm and voted on.

**Richard Plinston**  
**President NZRYS**

## Rudder breakage



The rudder broke on Prada 1. It needed to be removed but the crossbar on the rudder stock was one of the red aluminium pieces that had



been supplied to the club. This had corroded on the underside and in the hole for the shaft (above) and had seized to the stock. To remove it I drilled down with a small drill size to create a pilot hole and then with a larger size that would take away the outer wall. This also cut into the rudder stock, but this was not going to be a problem.

The screw hole also corroded which made removing the screw difficult until the crossbar could be held in a vice which allowed sufficient leverage to be applied.

If these are to be used then I suggest that the hole for the rudder stock be enlarged slightly to reduce the chance of seizure and that waterproof grease be used.



The blade glued together quite nicely and feels strong enough.



*Ways of losing races in 2022*



## 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 result.

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 0-30 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:

Each member is assigned to one of three divisions: A, B or C. Two Divisional Series are held each year, each covering two Seasonal 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 2022

### Summer Series

1 <sup>st</sup>	Bruce Watson	50
2 <sup>nd</sup>	Rick Royden	58
3 <sup>rd</sup>	Mark Christensen	65

### Autumn Series

1 <sup>st</sup>	Bruce Watson	38
2 <sup>nd</sup>	George Stead	39
3 <sup>rd</sup>	Laurie Glover	44

### Winter Series

1 <sup>st</sup>	Reuben Muir	32
2 <sup>nd</sup>	Bruce Watson	51
3 <sup>rd</sup>	Laurie Glover	60

### Spring Series

1 <sup>st</sup>	Rick Royden	42
2 <sup>nd</sup>	Laurie Glover	55
3 <sup>rd</sup>	Tom Clark	67

### Divisional Part 1

A	Bruce Watson	26
B	Laurie Glover	23
C	Mike Renner	31

### Divisional Part 2

A	Rick Royden	25
B	Tom Clark	18
C	Brian Christensen	17

### Aggregate Match Race Series

1 <sup>st</sup>	Rick Royden	46
2 <sup>nd</sup> =	Brian Christensen	36
2 <sup>nd</sup> =	Laurie Glover	36

### Challenger Trophy

Rick Royden

### Match Race Cup 2021

Abandoned

### Match Race McCaw Cup

TBA

### Match Race Fraser Cup

TBA

### Anniversary Weekend Regatta 2022

1 <sup>st</sup>	George Stead	8
2 <sup>nd</sup>	John Macaulay	11+1
3 <sup>rd</sup>	Bruce Watson	11+2

### President's Cup Regatta 2021

Not held due to lockdown

## Proposed 2022-2023 Schedule

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



## Sail Shape and Setting

On full-sized boats the sails are made from panels which are cut with a taper at the luff and the leach to build shape into the sail. The luff is stabilized with a tape or a rope, or even wire. Tightening the halyard will still leave the sail with shape.



Cross-cut panel layout. Panels are cut so that shaded area is removed (broad seaming), which gives depth to the sail.

Seawind sails are made from a single flat sheet with a slight reflex curve on the luff. There is no built-in shape, and tightening the halyard will stretch the sail cloth and make the sail flat with a small hook at the luff. To emulate the seams in the panelled sail the halyard should be loosened so that creases form in the luff.

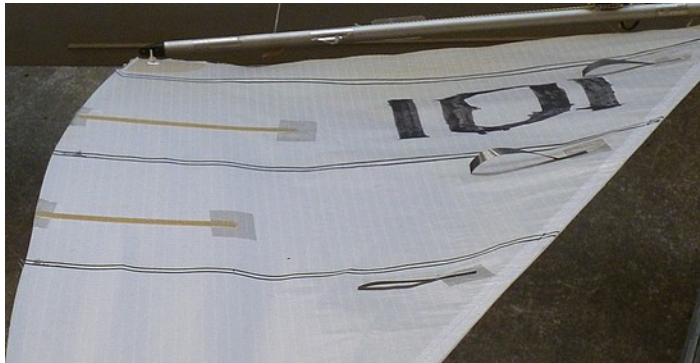


Photo 1: halyard tight



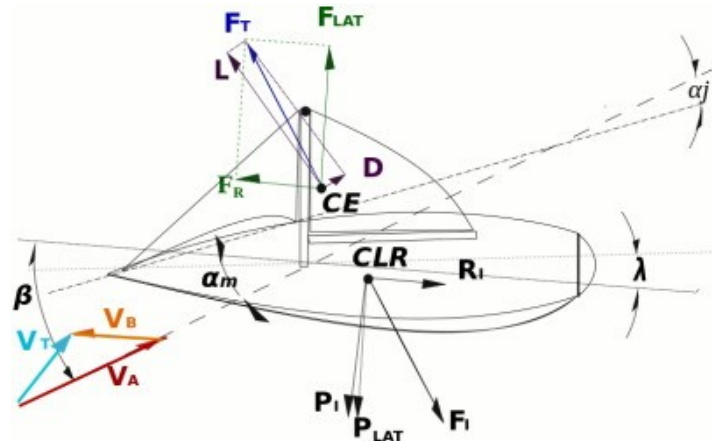
Photo 2: halyard loosened

The mainsail is also a single flat sheet with a reflex curve in the luff. Pulling the halyard tight will also flatten the sail and may pull any depth forward up to the mast, to the point where there is just a ledge adjacent to the mast.

If the mast is curved by the back stay being too tight then this too will flatten the sail by pulling out any depth from the centre of the sail.

## Sail Balance

When Sailing to windward the boat heels over and this puts the forward thrust from the sails to leeward while the keel, which has drag, moves to windward. The resulting 'couple' will tend to turn the boat towards the wind or 'luff up'. In order to bring the boat back into balance the centre of pressure of the sail area should be slightly forward of the centre of lateral resistance. This offset is called 'leading'.



Forces acting on a yacht



Raking the mast forward of the suggested settings in the Seawind manual will increase the 'leading' and may prevent the tendency to round up when heeled in strong winds.

When the boat heels it does tend to depress the bow and the centre of the transom rises slightly above the water as it rests on its buttocks. This does rake the mast forward slightly and the keel slightly aft giving more 'leading'. There is some automatic balancing in a well set up yacht.



# I NEW ZEALAND RADIO YACHT SQUADRON

P O Box 65-389, Mairangi Bay, Auckland  
Mobile: 021 901 765

Email: [Mike@merel.co.nz](mailto:Mike@merel.co.nz)

President	Richard Plinston
Secretary/Treasurer	Mike Renner
Sailing Committee	Reuben Muir
	George Stead
	Rick Royden
	Neil Purcell
	Laurie Glover
	Wayne Carkeek

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 this .....day of .....201...

Please post to:

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

## 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.

Note: Membership expires 30th September each year.