

Sailing December 14

Special Prize Series

With the wind quite strong and christmas shopping keeping many away there were only nine boats at the pond, and this reduced as failures or other commitments had some leave early.



Geoff was sailing Bruces first 33 now dressed as 18.

Alternating scratch and divisional races spread the wins around. Neil (6), Geoff (18), Peter (21), and I (01) had one win while John (11) took two.

The total scores had John and I level at 14 points, a countback on wins gave John the win and he was presented with the prize of ten dollars.

Geoff was third with 19 points having missed out on a second win. He had led most of the last race with Kevin (30) following closely. I caught them both on the downwind and the three of us took the final mark close together. I passed both on the final short windward and Kevin caught Geoff just before the line pushing him back to third place.



Harry (75) and Geoff (18) with masts locked.

Next Week: Another special prize series before the christmas break.

Letter from Japan

To: "Mike Eades, SeaWind class sec"
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I have not yet obtained a confirmation of the facts from KYOSHO Japan, but I have read the Japanese enthusiast's website on Seawind, that there has been some updates of details on the latest ABS SEAWIND.

Hull:

The new ABS hull is reported to be lighter in weight, and the shell skin is more uniform all around the hull. The informal report suggests the keel socket area is more uniform, but the deck is as flexible as the Carbon Edition. This change suggests the compression strut under the deck, may become necessary for all future new ABS Seawind hulls.

My gut feeling is that the new ABS hull may be weaker. And that the older version ABS hull may be more durable, and it may last longer. If there is any spare "left over" old ABS hulls in stock that are in good condition..., it may become a valuable commodity for those who want such strong hull???

Ballast Weight and booty:

There is also another report stating that the new Seawind kit no longer include the flexible boot cover for the ballast weight. Apparently, the new ballast weight is supplied factory pre-painted, and ready for immediate use.

Other stories:

Kyosho representative has asked the Seawind yacht designer, Mr. Osamu Takai to develop, and to design a new Carbon Rig for the Seawind. The details are unknown, but there is a chance that the new sail dimensions to increase the performance is being considered. (boosting performance.)

Also, there is a talk about the development of the B-rig (small rig for the stronger breeze).

My personal thoughts on above development is not all positive. O.K., I do not mind the ballast weight being factory painted, but the Carbon Rig with new sail area dimension will be difficult to accomodate as a One Design Class. (Unless the old aluminum masts will not be available in the future.)

I think such updating will further make things difficult to enforce the One Design class rule. But we must try to make changes in the class rule to accept the new Seawinds, when it hits the stores.

Regards,

Akio UTSUMI