

NEW ZEALAND



RADIO YACHT SQUADRON

'UPWIND'

OCTOBER 2007

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



INVITATION

2007 ANNUAL SOCIAL AND PRIZE GIVING

Date: Sunday 18th November 2007

Time: 3.00pm (after sailing which commences at 1.00pm)

Where: Soccer club rooms,
Onepoto Domain – 'The Pond'

Buffet meal: Fingerfood

Cost: No cost – club is funding the social
Partners and guests most welcome

Door ticket: \$ 5.00 per ticket - Raffle prize draws

Drinks: Soft drinks provided
BYO wine & beer

Committee: Nominations and volunteers are
required for the 2008 season

committee. All positions available

For catering purposes, please **RSVP** to;
Peter Andrews by November 10th
Ph: 479 4894
Email: pfa@xtra.co.nz

This years annual social, AGM and prize giving will be held on Sunday November 18th in the soccer club rooms by the side of the Onepoto Domain pond.

The social commences at 3.00pm which is at the conclusion of the days sailing.

Sailing is due to start at 1.00pm – weather permitting.

Club funds are to be used to pay for the use of the soccer club room, provide non-alcoholic drinks and finger food.

(as the area is 'public', the local Council and the soccer club will permit BYO beer and wine, but no spirits)

We will also be running some raffles at \$5.00 per ticket.

Bonus: If you pay your 2008 club subscription at the AGM, you will receive one free raffle ticket !

At the AGM/social, 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 election/nomination.

President

Secretary

Treasurer

Newsletter Editor

Min' 4 x Sailing Committee members

The committee meets no more than 3~4 times a year and with 4 sailing 'officials', it is not too onerous to organise each weeks sailing.

Please give your support to the club and attend the annual social – let Peter know by November 10th if you will be attending and whether or not you will be bringing a partner.



From the President

The club year ended nearly four weeks ago and still the Match Racing Series finals have not started to be sailed, scheduled to commence Sunday, October 28th.

At last years AGM, a proposal to revise the way that the match racing series operated was put to the membership but was defeated by a lack of voting. Part of that proposal was to remove the defenders series and have the cup holder as the sole defender.

In the current rules, three defenders are appointed, being the cup holder, the challenger and the challenger runner-up. These do not have the option of taking part in the Challenger series by opting out of the Defender's.

In the normal course of events these three should be the top sailors in the club and two of them won't be sailing in the final – or the challengers series!

The current rules were set when the America's Cup had both a Challenger's series and a Defender's, but they have moved on since then, and perhaps we should, too.

Another issue is that of the initial round robins. These are scheduled over two days and often the same members are not at the pond on two successive Sundays. Those that turn up for only one day will not get sufficient points to go into the semi-finals yet they increase the number of races that need to be sailed. At the last AGM Paul proposed that the initial rounds should all be completed on one long day from 1pm until finished. This would have to be done in the summer months or by mid autumn at the latest.

Dispensing with the defender's series could add two competitors to the initial rounds with an increase in the number of races.

With the defender's series and the challenger semi-finals and finals, there is a decreasing number of members involved. If those members are not there together on a race day the series cannot progress, yet if they are there they use the pond and other members must wait for them while they race.

Ivan's proposal could change that for the defenders by having them organise their own times for the racing, most likely outside of the 2pm to 4pm time slot – or in between fleet races.

A new proposal would use the Aggregate Match Series over the whole year, with a couple of days being dropped, to select the Challenger. The Defender would be the current holder who would still be able to compete in the Aggregate. This ensures that all the members can sail in the competitions right up until the Match Racing Cup final.

The proposals are included in this newsletter. Please read these proposals.

The history of the series and the current rules were published last year and the newsletters should still be available, at least by email.

The proposals will be discussed, if required, at the AGM. When you have considered the options you should indicate your preference by using the voting form - and by competing in the race series.

Subscriptions

The annual membership fees are being revised for the 2008 year.

Fees will increase by \$5.00 to \$30.00 per annum.

Fees for members under 21 years of age are \$20.00 per annum.

Please read the invitation to the AGM – fees paid at the AGM will receive a free raffle ticket valued at \$5.00 !

Weekly subscription

Membership requires all participating members to pay \$1.00 per week that they sail.

This is payable at the pond with coins being put into an honesty tin.

It has been noted that the income per week is less than those sailing.

Please use the honesty tin !

Awards

There will be new awards for 2008.



Currently there is no Cup for either the Spring or Autumn Fleet Racing Series.

MONGOOSE will be providing a trophy for the Autumn Series and negotiations are underway for a sponsor to supply a trophy for the Spring Series.

'Cup' winners will also receive a trophy to recognise their achievement which the recipient keeps.

Runners up will receive;
2nd place – an engraved trophy
3rd place – an engraved trophy

The increase in club fees is to offset the cost of the new annual awards and engraving which have a higher cost price compared to the current medals and certificates.

Match Racing Challenger Finals

It was reported in the last newsletter that it came down to a sudden death to find a winner of the Match racing Challenger Series with both David and John equal with 4 wins each - out of the best of nine.

It is this type of racing that makes us come back for more !

“David pulled away with an ever increasing lead eventually finishing with a half lap lead in the two lap race”.

The photo shows David (10) crossing the finish line, with John (11) still to get to the bottom mark.

As they say, ‘it’s not over till the fat lady sings’ !



At the time of this newsletter, the Match Racing Cup between the Challenger (David) and Defender (Ivan) is still to be sailed.

Scheduled to commence October 28th at 1.00pm.

Oooooops !

It’s been a bit windy lately !



Rule 11: When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat. All members take heed !



Rule 10: When boats are on opposite tacks, a port-tack boat shall keep clear of a starboard-tack boat.



Current allocated radio frequencies

26.975	33	Bruce Watson
26.995	37	Kevin Whitehead
27.020	1	Richard Plinston
27.045	6	Neil Purcell
27.075	34	Ross Carrick
29.095	12	Jayden Garnett
27.120	7	Paul Goddard
27.145	88	John Goodacre
27.170	131	Murray Furness
27.195	64	Gavin Rees
27.225	89	Gordo Stephenson
27.245	96	Gerald Moss
29.725	90	Peter Willcox
29.765	2	Tom Clark
29.775	30	Kevin Webb
29.785	11	John Dowler
29.805		Club boat
29.825	35	Peter Van Helmond
29.850	75	Harry Bowles
29.865	38	Peter Andrews
29.885	22	Trevor Watts
29.905	66	David Harley
29.925	92	Simon Adamson
29.945	10	David Harley
29.955	92	Simon Adamson
29.965	18	Geoff McGill
29.985	126	Simon Martelli
29.995	57	Ivan Fraser
40.750	77	Ryan Clark
40.770	84	Ivan Fraser
40.790	1	Richard Plinston
40.810	26	Trevor Speight
40.850	84	Ivan Fraser
40.875	58	Stuart McCullough
40.890	33	Bruce Watson
40.910	60	Rob McPherson
72.350	91	Geoff Atkinson

It is becoming increasingly difficult to get some radio frequencies. Financial members, whether regular sailors or not, have the first right to their frequency.

Non-financial members will have their frequency re-allocated.

If you hold more than one frequency which is not used, please release it for re-allocation.

Club Boat Diary 2007

November 12: David's boat (53) failed and the Club boat was called on. In the boisterous conditions the club boat revelled and won 4 of the 6 races. I'll have to adjust it to prevent this happening again after carefully measuring all settings so they can be made to my boat.

November 19: The Club boat had been taking on quite a lot of water on the last two weekends, I have now discovered where it was getting in: the rear hatch had sprung apart. This had happened before and there was both epoxy and superglue to be scraped and chipped off for the two parts to be taken apart completely.

Eventually it was clean enough to be reglued together with epoxy and left overnight. In the meantime the rudder had to be extracted complete with rudder tube as it has seized up. Cleaned and regreased it could be reinstalled.

November 26: Batteries were running out after an hour or so. Neil donated a set of 4 rechargables for the boat. He had been using the club boat while his was disabled with electronic problems, and it hadn't lasted the day.

December 3: Battery problem seems to be caused by the sail servo working constantly, shuddering and jumping. The servo was swapped with my spare and this works well. I'll dry out the servo, it may have been drowned when the boat was taking in water, and see if this cures the fault. Otherwise it may require another new one.

December 10: Sail Servo still a problem, as it shudders and runs down the batteries. Different controller tried, this seemed to improve things, but still not completely cured.

December 12: Original sail servo stripped down and cleaned and resealed with Silicone spray and vaseline around the O rings.

December 17: Success at last the, boat sailed well and the batteries lasted the whole session. The boat took on some water though, it may be that the fibreglass patch around the keel splits may be coming away.

January 14: Glue applied to where patch was coming adrift. Sail servo failed after racing in 4 or 5 races. Servo pulled apart and cleaned and everything dried out again and was working.

January 28: Club boat doing well and winning races. Handling very nicely but still taking on water. The batteries came dislodged from the holder and drowned out in the bilges.

January 29: Stripped the fibreglass patch off and will need to replace it. The hull has cracked across the front

of the keel box as well as the splits caused by the mast strut.

Two wooden splints were glued into the boat alongside the keel box and running forward past the mast strut, epoxied to the strut and the hull. This has made the keel stiff and taken the bending load off the hull splits. A patch was epoxied on the outside to complete the repair.



Wanting white blades and not being able to match the orange of the hull, a waterline was marked and masked and below this the underwater shape was sprayed white.

March 4: Switch not working at all. Soldered across terminals and will remove batteries to switch off.

April 15: Dan from the Electrons sailed with us using the club boat. Allan from Ace Hobby borrowed the boat after the racing to show a prospective customer (and club member) how they sail. He took it for the week to use as a shop display as he had a new shipment of kits available for sale. He was to charge the batteries.

April 22: On picking up the club boat from Allan he had revised the boat batteries by soldering them together in a pack with a 2 pin connector. He did this because, he said, the battery box had some rusting which caused loss of power. This meant I had to change the way I charged these.

May 13: The battery plug and socket were not making good contact each time and finally failed to make contact at all, probably due to corrosion where the wire is crimped in the terminals. The club tug battery box also did not connect so I cut off the connectors and twisted the wires for the day, later replacing these tiny connectors with soldered 2 pin plug and sockets.



June 3: Sail servo failed. Pulling it apart seemed to indicate an internal short as the transistor was getting hot without any motion. Servo swapped out and replaced by the spare and this worked.

August 18: Sail Servo juddering and not travelling full range. Pulled apart and the board cleaned with a brush it worked again. Obviously some tiny corrosion problem.

Again a wire broke on the connectors and was resoldered. Copper is not good in a boat.

September 23: Rear hatch split yet again and this was only noticed at the pond. A replacement hatch was available but this had no hole for the aerial wire and this was just dumped inside the boat.

Richard Plinston, President

Life of the Pond

Luv a duck!

The grey duck male and female are identical with conspicuous horizontal striped pattern of the face and green wing flash. Feet are olive green or yellowish-brown. Both male and female rear the ducklings. Grey duck is native but not exclusive to New Zealand.



The mallard male is distinctly different from the female with glossy green head, white collar and brown chest whereas the female resembles the grey duck except that she and the male both have a blue wing flash. Only the female rears the ducklings. Mallard were introduced from Britain in the 1860s.



Grey duck and mallard can hybridise, and there is a well-established hybrid population in Christchurch on the Avon River. Hybrids vary but often show the distinctive striped face but have the orange feet of the mallard. The wing flash may be blue or green – I'm sure I've seen a duck with one of each!

There is also a pair of Pekin duck at the pond. These ducks were selectively bred in the US in the 1870s from mallards from China, specifically for eating and their eggs. The result is a larger duck, distinctively upright, with huge eggs. But they are bad breeders as the female is reluctant to sit on the nest, and neither sex is inclined to rear the ducklings. Consequently, there are



Reared by the Pekin pair; this is either a product of naughty duck nights out – or a throwback to its mallard origins.



Ducky life goes on so watch out for those fluffy ducklings – any pure yellow ones will be Pekin ducks.

Spring Series results

The Spring Series proved to be a close three way competition for the top place. As expected for spring the weather was very variable.

Flight 1 was at the end of August, light winds and warm sun resulted in a good turnout of a dozen members. Bruce taking the day with Simon Martelli, recently back from the north, and Richard making the top three.

Flight 2 was abandoned due to complete lack of wind. The previous day had been perfect conditions, but for the 12 who turned up there was only occasional light breezes and much sitting around.

Flight 3 was again light but sailable but this time had added showers, increasing towards 4pm. Of the 14 members 11 had a race result in the top 3 positions giving a close spread of the results.

Flight 4 the strong and gusty winds with showers didn't deter 11 from racing. Bruce did the best with Ivan just behind in conditions that suited him.

Flight 5 was again strong winds and heavy rain in the morning and this deterred all but 5 from racing. It did moderate after 1pm enough to complete the set. Fortunately the races were over early as rain started after the last race and drove all away.

At this stage in the results, with 2 day's discarded, Geoff Atkinson and Richard were on equal top points with John just 2 points behind. The last day's results would determine the placings.

Flight 6 was light and variable easterlies 14 members were at the pond for the racing. Simon (126) had two wins, David (10), Geoff (40), Gerald (96) and John (11) one each with Neil (6) having the best result of the day with Harry (48) 1 point behind and Peter (38) with 2 more points. The racing was close with the first 6 boats for the day were separated by only 6 points. The three leaders in the series results didn't improve their positions.

Final Results:

1	1	Richard Plinston
2	40	Geoff Atkinson
3	11	John Dowler

A total of 18 members raced in the series on at least one of the days. 12 won at least one race, 16 had a placing (1, 2 or 3) in at least one race.

not a lot of them free-ranging. But wait! What's this?

2007 racing results

Summer Series:

1	11	John Dowler
2	91	Geoff Atkinson
3	1	Richard Plinston

Autumn Series

1	11	John Dowler
2	10	David Harley
3	1	Richard Plinston

Winter Series

1	33	Bruce Watson
2	40	Geoff Atkinson
3	1	Richard Plinston

Spring Series

1	1	Richard Plinston
2	40	Geoff Atkinson
3	11	John Dowler

Match Racing

Defender Series

1	84	Ivan Fraser
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Challenger Series

1	10	David Harley
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Match Racing Cup

Undecided – still being sailed



Of the three races held so far, Ivan currently leads 2 to 1

Aggregate Match Racing

1	01	Richard Plinston
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Divisional

A	11	John Dowler
B	33	Bruce Watson
C	30	Kevin Webb

Proposal for the AGM

At the AGM we should consider a motion that the incoming committee has the responsibility for planning the following year's sailing programme. The incoming committee would have the programme in place when they take office but have the duty to plan it for the following year.

Peter Andrews

Proposals for the AGM

If you have a proposal you would like to submit for the AGM, please write to the Secretary, Peter Andrews. The AGM is your chance to have your say in how our club is run – it is not necessarily down to the elected committee !

Quick check for Alzheimer's

The following is a mental assessment. Take your time and see if you can read each line aloud without a mistake. The average person over 40 cannot do it !

1. This is this cat
2. This is is cat
3. This is how cat
4. This is to cat
5. This is keep cat
6. This is an cat
7. This is old cat
8. This is fart cat
9. This is busy cat
10. This is for cat
11. This is forty cat
12. This is seconds cat

Now go back and read every third word in each line from the top down.

Submitted by Gerald !



Trouble with Alzheimer's is you forget to tie things up right!

NEW ZEALAND RADIO YACHT SQUADRON
21B PENZANCE ROAD, MAIRANGI BAY
AUCKLAND, NEW ZEALAND
TEL: 09 479 4894

President Richard Plinston
 Secretary Peter Andrews
 Treasurer Julie Adamson
 'Upwind' Editor David Harley
 Sailing Committee Geoff McGill
 Geoff Atkinson
 John Dowler
 Bruce Watson

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 @ \$30.00 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 Constitution of the New Zealand Radio Yacht Squadron N.Z.R.Y.S.

Signed by
 Applicant.....

on thisday of200...

Please post to:
 The Secretary
 New Zealand Radio Yacht Squadron
 21B Penzance Road,
 Mairangi Bay

PROVISIONAL RACING SCHEDULE FOR 2008

To be confirmed by 2008 racing committee

Month	Date	Round
Oct	28th	Spring Series 6
Nov	4th	Special prize Series
	11th	Special prize Series
	18th	AGM
	25th	Special prize Series
Dec	2nd	Match Racing Aggregate
	9th	Special prize Series
	16th	Special prize Series
	23rd	Summer break
	30th	Summer break
Jan	6th	Summer Series 1
	13th	Summer Series 2
	20 th	Summer Series 3
	27th	Auck' Anniversary
Feb	3th	Match Racing Aggregate
	10th	Summer Series 4
	17th	Summer Series 5
	24th	Summer Series 6
Mar	2nd	Match Racing Aggregate
	9th	Summer Series 7
	16th	Autumn Series 1
	23rd	Easter
	30th	Autumn Series 2
Apr	6th	Match Racing Aggregate
	13th	Autumn Series 3
	15th	Autumn Series 4
	20th	Autumn Series 5
	27th	Anzac day
May	4th	Match Racing Aggregate
	11th	Mothers day
	18th	Autumn Series 6
	25th	Autumn Series 7
June	1st	Queens Birthday
	8th	Winter Series 1
	15th	Winter Series 2
	22nd	Winter Series 3
	29th	Winter Series 4
July	6th	Match Racing Aggregate
	13th	Winter Series 5
	20th	Winter Series 6
	27th	Winter Series 7
Aug	3rd	Match Racing Aggregate
	10th	Fun Day
	17th	Spring Series 1
	24th	Spring Series 2
	31st	Spring Series 3
Sept	7th	Fathers day
	14th	Challenger Series - Heats
	21st	Challenger Series - Heats
	28th	Spring Series 4
Oct	5th	Match Racing Aggregate
	12th	Spring Series 5
	19th	Spring Series 6
	26th	Labour Day
Nov	2nd	Challenger Series - Finals
	9th	Match Racing Cup
	16th	Spare day
	23rd	AGM
	30th	Special prize Series
Dec	7th	Match Racing Aggregate
	14th	Special prize Series
	21st	Special prize Series

* Subject to AGM voting

Note: Membership expires 30th September each year.

Match Racing Cup proposals

There are three Match Racing proposals for all members to consider and vote on.

1. Keep the current racing format – proposal #1 (with an added amendment)
2. Proposal #2 (last years defeated, by one vote, proposal)
3. Proposal #3

PROPOSAL #1 – current format

Challenger Series

- A series of heats to find a Challenger to race against the Defender of the Cup
- Depending on the number of entrants and weather, the schedule may take 1, 2 or 3 weekends to complete the 'round robins'.
- 2 points for a win – 1 point for a loss – 0 points for a DNS or DNF
- A semi-final of the top 4 boats
- A final of the top 2 boats
- The winner receives the Aquapro Cup and becomes the Challenger to race against the Defender

Defender Series

- The holder + last years Cup finalist + 2nd place of the Challenger Series have a series of match racing rounds to decide who is the Defender (see amendment below)
The Defender races the Challenger for the Match Racing Cup

Amendment

It has been proposed that this clause be added to the current format:

“The Match Racing Cup Defender shall be determined as described above. The Defenders shall present a single Defender for the current year.

The ‘Defenders’ to arrange their own timetable and race format and present the Club with a sole Defender prior to the completion of the Challenger Series.”

Such a statement would eliminate the delays from having a strict Defender Series timetable. If agreed, the Defenders could sail their series at any time after the completion of the previous series.

PROPOSAL #2 – last years proposal

Challenger Series

Same format as current and detailed in proposal #1.

Defender Series

There to be no Defenders Series. The holder of the Cup is the sole Defender.

The Defender races the Challenger over the best of 9 races.

The Defender, if defending, cannot be a Challenger.

If the Defender is absent or does not wish to defend it, the previous Cup finalist has the option to become the Defender, otherwise Cup is vacant.

The previous Cup finalist may choose not to defend the Cup and become a Challenger, in which case the Cup is vacant.

If the Match Racing Cup is vacant, the winner of the Challenger Series becomes the new holder of the Match racing Cup with the right to defend it next year.

PROPOSAL #3

Challenger Series

There to be no Challenger Series

The Challenger is found from the results of the monthly 'aggregate match racing series' which is the first Sunday of each month, excluding recognised holiday weekends.

This means that all members race every weekend with no downtime waiting for match racing heats/semi's etc to finish.

Competition starts December 2007 and finishes November 2nd 2008 – in total 8 weekends. Results to be best 6 of the 8.

If 2 or more boats have equal 1st place points – it is then best of 9.

Defender Series

There to be no Defender series

Cup holder is sole Defender

If the Defender is absent or does not wish to defend it, the previous Cup finalist has the option to become the Defender, otherwise Cup is vacant.

The previous Cup finalist may choose not to defend the Cup and become a Challenger, in which case the Cup is vacant.

The Defender can race in the monthly aggregate racing to achieve;

- a) practice
- b) to knock out likely Challengers

If by chance the Defender wins the monthly aggregate racing series, then the Match Racing Cup is raced the best of 9 between the top 2 finishers.

VOTING FORM

Please detach the lower portion and submit it at the AGM on November 18th.

Copy voting forms will be available at the AGM.

As a member of the club, we ask that you vote at the AGM for your preferred match racing format. If you unable to attend the AGM, you may submit your proxy vote by email or phone to the President no later than November 12th.

Your vote:

Proposal #1 Inc' amendment	<input type="checkbox"/>	Proposal #2	<input type="checkbox"/>	Proposal #3	<input type="checkbox"/>
Proposal # 1 Excl' amendment	<input type="checkbox"/>				

Members name:.....

Date:.....