

NEW ZEALAND



RADIO YACHT SQUADRON

# 'UPWIND'

August 2007

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

## From the President

### The Match Racing Cup

There are 3 series that lead to the Match Racing Cup:

The Challenger Series

The Defender Series

The Match Racing Series – best of 9 between the challenger and defender.

### The Defender Series

The current format specifies that there be three defenders who sail for the Citizen Cup and to see who defends the Cup.

This year it was Kevin (37), Ivan (84) and Richard (1)

The race committee set the format as three rounds to be sailed between races on fleet racing days. Getting all three together on a suitable day proved to be a problem.

The first race of the first round was between Ivan and Richard which Ivan won. The round was completed four weeks later with both race won by Kevin.

The second round was held a month later with Ivan winning both his races against Richard and Kevin and Richard winning his race against Kevin.

The third round has yet to be finalised.

### The Challenger Series – round robin

The Challenger Series was two days of initial round robins.

A semi-final (best of 3) between the top 3 boats and then a final (best of 9) between the top two to see who is the Challenger for the Cup.

All members were asked to sign up for the series and nine did so giving a requirement for 36 races.

The first day had two no-shows and so the single competitor races were combined, both being credited with wins in their match but giving them a race and some practice. The wind was a fresh NNE giving a course over the long axis of the pond and was strong enough for two laps per race. It was possible to keep two races on the course at a time and five rounds were sailed in good time.

The second day was postponed due to high winds. It was sailed two weekends later as Queens birthday intervened. Only four competitors were at the pond and this meant that automatic wins predominated. In fact only one race was needed in the last four rounds to complete the schedule.

The final results of the round robin were:

|   |             |    |    |
|---|-------------|----|----|
| A | John (11)   | 16 | 2= |
| B | Geoff (18)  | 16 | 2= |
| C | Peter (38)  | 7  |    |
| D | Paul (7)    | 18 | 1  |
| E | David (10)  | 16 | 2= |
| F | Neil (6)    |    | 8  |
| G | Gerald (96) | 9  |    |
| H | Bruce (33)  | 0  |    |
| I | Rob (60)    | 0  |    |

A sail off was required between the three boats with equal points.

|   |            |   |
|---|------------|---|
| A | John (11)  | 1 |
| B | Geoff (18) | 1 |
| E | David (10) | 4 |

David won his four races while John and Geoff each had a win and a loss against each other, so we went to a sudden death sail-off (1 race) which John won.

### Challenger semi-finals

The three rounds of the semi-finals were sailed on two subsequent days between Paul, David and John resulting in:

|            |        |
|------------|--------|
| Paul (7)   | 2 wins |
| David (10) | 3 wins |
| John (11)  | 4 wins |

### Challenger Finals

John and David have sailed the first three races of the best of nine series.....poor wind delayed further races ....result so far, David = 3 , John = 0



Ummm....not the way to win races !



John, you are not alone ! (Cowes Week 1996)

Read the full story at this website:

<http://www.backbyrner.com/blogs/gonzo/2006/05/26/SilKIPitchPoleoops.aspx>

## **Match Racing**

The Match Racing series often takes a few weeks, or months, to complete because fewer members are involved as it goes through semi-finals and finals for the Challenger and Defenders series and then the Match Racing Cup itself.

The needs of the majority take precedence and this means that these semis and finals may be raced between fleet racing or outside the 2pm to 4pm club time.

The conditions also need to be acceptable for match racing. In particular some wind directions, north-west or south-east, make it impossible to set a windward course due to the shape of the pond. Winds that do not prevent fleet racing may be too strong or too light for match racing. Racing also cannot continue if the semi-and finalists are not available on a particular day.

The last problem may also affect the initial rounds of the series. Because of the number of races required these are scheduled for two consecutive weekends. For the second day of this year's final four rounds only four competitors of the nine were at the pond and this gave automatic wins for almost all races and only required one race to complete the rounds.

At the last AGM Paul suggested that the initial rounds be done on a single double length day with racing starting at, say, 1pm and lasting until 5pm or so. This would not be suitable if the series was held from mid May to mid August due to lack of daylight. Given that the series can take a long time to finish then it would require these initial rounds be done by mid-spring.

If the Defenders Series is removed, as per last years defeated proposal, leaving just the existing Cup holder to defend the Cup, then there are potentially two additional competitors in the Challengers Series. In the last series there were 9 boats entered and 36 races. With 11 boats there would be 55 races.

As we are now into the last quarter of the club year we need to start planning for next year's activities. It is now the time for you to put together the suggestions and formal proposals that you would like to see in next year's schedule. All the members need to consider who they want as the new committee and what they want the club to do next year.

Do you wish to eliminate match racing all together ?  
Do you wish last year's Match Racing proposal revived?

More social activities, perhaps some regattas with other clubs ?

What type of racing do you prefer ?

The date, format and location of the AGM and prize giving has not yet been set. As the current schedule runs until October 28 this may mean that the AGM will again be first weekend in November.

If you have any suggestions or formal proposals then please submit these in writing to the committee so they can be put on the AGM agenda.

The format of the AGM also needs to be decided. Last year we had an early start with some fun racing then the meeting was held mid afternoon in the football clubrooms with some snacks and soft drinks.

## **Life of the Pond**

### **Cormorants and Shags**

There are three types of Cormorants found at the pond: Little Shag, Little Black Shag and Pied Shag.

The Pied Shag, Maori name Karuhiruhi, is the largest of these, up to 80cm, and has a white face, neck and underside.

The Little Black Shag is black all over and 60cm.

The Little Shag, Maori name Kawaupaka, is also 60cm and varies from entirely black, through black with a white face and throat, to having white underparts.

The best way to distinguish between these is from the beak. The Pied Shag, apart from being the larger, has a beak that is long and prominently hooked and they have a yellow patch just ahead of the eye, the Little Black Shag's beak is fine, gray and hooked, the Little Shag's beak is short and stout and may be quite yellow, especially in juveniles.

Little Black Shags tend to stay in family groups and hunt together cooperatively by rounding up shoals of fish, however this is not observed at the pond due to lack of prey. Several are often seen sitting together on the bridge or on the pond edge at the south end where they are less likely to be disturbed by people. They swim underwater using just their feet out to the side.

Pied Shags are the most tame of the types found at the pond but are the least common there. I have observed one using its wings when swimming underwater. They will eat an eel up to 50 cm long if they can catch one. It was a Pied Shag that we removed the fish hook from.

Little Shags, also called White Throated Shags or Little Pied Shags, are the most common type at the pond. Juveniles are often completely black or with a white throat, the area of white increases as they become adults and may cover from the sides of the face and throat or the complete underside. The 'Shag on a post' and 'Shag in flight' photographs were of Little Shags.

A group of Little Black Shags with one juvenile Little Shag (rightmost).



*Editor:* If you'd like a shag, just give Richard a call .... anytime !

### **The 'Upwind' newsletter**

This, the Upwind Newsletter is the premium communication of the NZ Radio Yacht Squadron with its members. It is a more permanent and formal medium than the weekly, or more frequent, emails that give the immediate results and observations as well as situation reports on the state of the pond. As such, the newsletter is the members' forum where your views can be expressed. We actively seek your contributions, opinions, and suggestions.

## Observations on Sail Twist

Twist is where the angle of attack of the sail varies with height. There are two main reasons for having the sails set with some twist.

The first reason is that the wind speed will vary with height, this is called wind shear. At the water level some of the energy of the wind is lost by friction and this energy causes the waves. As the boat moves forward the resultant angle of the apparent wind at a particular point is the summation of the actual wind speed at that height and the boat speed. The apparent angle at deck level will be closer to the boat direction than it will be at the mast top. The boom vang and the mainsail clew will control the leach tension to give the required twist to cater for wind shear.

The second reason for having twist in the main sail is when there is too much wind, adding additional twist will spill the wind pressure in the upper part of the sail and reduce heel angle. The main control over varying twist for different winds is backstay tension. Adding tension will bend the mast flattening the sail and reducing the distance between the mast head and boom end which will free the leach and allow the sail to twist.



The picture above shows two boats on the wind with completely different setups for the main sail.

Paul's 7 is set with the boom end inboard of the side deck and a slightly free leach to give some twist to the main. It appears that there is somewhat more twist than required by wind shear and it is probable that backstay tension has been used to spill wind and help keep the boat upright.

John's 11 has been set with the boom angle out to the deck edge and the boom vang pulling the mainsail leach tight. This gives almost no twist at all, but the angle in the top half of the sail is about the same as Paul's. John has his mast noticeably raked back so he must compensate by keeping the centre of pressure forward by reducing the pressure from the back of the mainsail otherwise there would be excessive weather helm. It seems that the backstay tension is also much less than 7's as can be seen from the curve in the forestay. This curvature keeps the slot between the jib and the main open, otherwise the angle of the boom would choke the slot.



This second picture shows a comparison between David's 10 and John's 11.

10 is set up almost the same as Paul's 7. The straight luff on the jib and the amount of twist in the main indicates that there is some backstay tension to suit the wind conditions. 11 shows an untwisted mainsail and how far the boom is set to the deck edge. The curve of the forestay shows little backstay tension and this will open the slot at mid height to avoid choking.

11's mast is also clearly bending somewhat to leeward at the head and this will help open the slot. This probably indicates that the lower stays are tight and the upper stays somewhat loose.

10's mast is staying straighter, probably because the twist is giving less pressure from the top of the mainsail.

These boats show different approaches to setting up the rig for best performance. All compete equally well in racing in most conditions. There are many factors that need to be accounted for and these will all interact and will do so differently in different wind conditions.



Our own Nessie ?

## 2007 Race Schedule

| Month | Date | Round                     | Race type       |
|-------|------|---------------------------|-----------------|
| Aug   | 5th  | Match Racing<br>Aggregate | Match Racing    |
|       | 12th | Winter Series 5           | Fleet racing    |
|       | 19th | Winter Series 6           | Fleet racing    |
|       | 26th | Spring Series 1           | Fleet racing    |
| Sept  | 2nd  | <b>Fathers day</b>        | -               |
|       | 9th  | Match Racing<br>Aggregate | Match Racing    |
|       | 16th | Spring Series 2           | Fleet racing    |
|       | 23rd | Spring Series 3           | Fleet racing    |
| Oct   | 30th | Spring Series 4           | Fleet racing    |
|       | 7th  | Fleet/Relays/Spare<br>day | Non-competition |
|       | 14th | Spring Series 5           | Fleet racing    |
|       | 21st | <b>Labour Day</b>         | -               |
|       | 28th | Spring Series 6           | Fleet racing    |

**Public holidays** – no pre-arranged racing – whoever turns up can choose the activity

### Letters to the club

Thanks for the e-mails Richard, and thanks again for letting myself & my 2 boys have a go of the club boat yesterday. It's a great idea having a spare boat for the likes of myself, to actually try before you buy. I'm now more interested to learn more about it, then get a boat & actually learn to sail the thing properly.

Regards, Neil.

(9/7/07)

### Autumn series results

Congratulations to the Autumn Series winner,  
John Dowler

| Place           | Name             | Boat # | Points |
|-----------------|------------------|--------|--------|
| 1 <sup>st</sup> | John Dowler      | 11     | 54     |
| 2 <sup>nd</sup> | David Harley     | 10     | 67     |
| 3 <sup>rd</sup> | Richard Plinston | 1      | 84     |
| 4 <sup>th</sup> | Peter Andrews    | 38     | 86     |
| 5 <sup>th</sup> | Geoff McGill     | 18     | 90     |
| 6 <sup>th</sup> | Simon Martelli   | 126    | 91     |

More pond photos at this website:-

<http://www.digital-images.co.nz/gallery/events/nzrys/17-06-07/>

Ivan came across this website on Scuttlebutt.

The two sample newsletters looked interesting particularly issue 91 (Jan/Feb 2006 "Rule 19 - the buoy-room rule"

Website is <http://www.speedandsmarts.com:80/>

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|                   |                  |
|-------------------|------------------|
| 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/We wish to apply for Single/Family membership @ \$25 Single/ \$30 Family (until April, thereafter reduced rates).

\$10.00 extra for each additional radio frequency.

\$1.00 per official race weekend – payable at the pond.

I/We 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 this .....day of .....200...

Please post to:

The Secretary  
New Zealand Radio Yacht Squadron  
21B Penzance Road,  
Mairangi Bay

Note: Membership expires 30th September each year.