

NEW ZEALAND



RADIO YACHT SQUADRON

# 'UPWIND'

March 2008

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

## From the President

The club specifies that it caters for several types of yachts other than Kyosho Seawinds which most members use. In fact the club started as the "Whitbread 60 Remote Yacht Club" sailing Whitbread 60s. There have been a couple of Voyagers and a Yamaha sail with us in recent times. We also allow the 900mm long Fairwinds to race on equal terms. We require that all boats be one design kits which eliminates IOM boats. A few new types of boats have been at the pond recently: a Nautic12, a couple of ETNZs, a CR-914 and a Robbe Estelle. These, or others, might want to race with us and it will be necessary to ensure that this is done fairly both to the existing members and to those with the new boats.

The Nautic12 at 1.58 metres and 11.5 Kg is almost too large to use the pond. Being almost four times our weight it manoeuvres differently than the Seawinds and this would certainly present problems on a crowded start line. It would seem sensible to restrict boat types for our racing program to being up to 1 metre and 2 channel.

Two ETNZs have recently been at the pond, one with member Gordon Stevenson and the other (shown here) with a non-member Marius Snetler (and Otis). Gordon is unlikely to race his as he bought it as a display model, for which the class seems more suited. The rigs on these are designed to represent the real boat's rigs rather than be suitable for best performance as a model. In particular the headboard does not hold the sail well and the main twists reducing power significantly. The millennium rig also seems delicate even though it uses stainless wire.

The CR-914 is a different matter entirely. It is designed as a racing model boat. It is slightly shorter than the Seawind with a lower rig of about the same area. Brian



Basset is now a member after buying one. He has sailed it a few times, but too few to judge its performance. The Mid-Missouri Model Sailing Club ([www.m3sc.com](http://www.m3sc.com)) converted over to these as it found they outclassed what was being used before.

However, they didn't mention what the previous boats were, I doubt that they were Seawinds.

The Robbie Estelle is a German made boat with a length of 1.1 metre and a weight of 4.2 Kg. The sail area is 48 dm<sup>2</sup> compared to 39 dm<sup>2</sup> for the Seawind. It has a very wide beam of 370mm and quite a flat underwater shape.

It has been suggested that we could race these other types of boats as separate

classes, either within our races with separate recording of finishes, or with a different start. For the Nautic12, if they wanted to sail with our club, it would seem that it would have to be separate races, but as they have their own club I doubt that this will occur.

For the ETNZ and CR-914 I am happy to have them compete on equal terms with our Seawinds and any of the other classes that we would already cater for.

## Carbon Fibre Seawinds

Related to this is the question of the Carbon Fibre Seawinds. Apparently these are manufactured by Kyosho once a year in February. A shipment of these is said to be due in March and several have been preordered. As these are identical to the ABS Seawinds, except for the hull which is 200 gram lighter, then they would probably feel that sailing alongside the current fleet they may have some advantage. Consequently the racing committee may set a minimum weight requirement of 6.5 pounds as specified in section 15 of the Seawind **GENERAL CLASS REGULATIONS:**

<http://www.seawindrc.com/regulations/classregulations.asp>

The membership should consider these other boats and make their views known to the race committee.

Richard Plinston  
President



### Autumn Series

The Autumn Series starts on the weekend after Easter, 30<sup>th</sup> March, and runs on seven sailing days until the final on 15<sup>th</sup> June. Each competitor will count their best four days results.

The Mongoose Cup was donated by Mongoose Alarms in 2007 to be sailed for in the Autumn Series of fleet racing. The first and current holder is John Dowler with his boat number 11.



Of course they will still have to deal with the flooding that will occur at each high tide during heavy rain, and with the salt content of the soil.

The minutes of the meeting can be found at: [http://www.northshorecity.govt.nz/your\\_council/agendas\\_minutes/2008/Community-boards/Birkenhead-Northcote/b-n-CSP-Minutes-mar-04-2008.pdf](http://www.northshorecity.govt.nz/your_council/agendas_minutes/2008/Community-boards/Birkenhead-Northcote/b-n-CSP-Minutes-mar-04-2008.pdf)

### State of the Pond



The fountain has been inoperable since mid December or so. The cast iron pipe taking the pump output has corroded and split so half the output was spilling back over the pump. At least this kept it cool.

The cup is held for a year by the winner and a small cup accompanies this which is held permanently. Second and Third placed competitors are awarded an inscribed trophy.

### Korean Garden update

A formal proposal from the Korean Garden Committee was presented to the NSCC Community Services and Parks Committee at the meeting of the 4<sup>th</sup> March.

Apparently the site requested will be between the two arched bridges and will be kept away from the sailing pond so that it meets the requirements of the reserve management plan in not interfering with the sailing.



A bridge not far enough.

Also the underground feed pipe is said to leak significantly and the council has blamed the erosion of some of the pond edge around the swamp cypruses on this.

The new fountain, as reported by the exclusive scoop in last September's issue of our Upwind newsletter, has been funded and this will go ahead soon. This year marks the Northcote Borough Centennial and it is likely that it will be called the "Centennial Fountain".

As this was to replace the old fountain with a new 20 litre per second pump in a new pumphouse they have decided not to repair the old one. The new fountain will be fed by butyl piping laying on the pond bed.

The club will be given a key to the pump house so that the fountain can be turned off if it interferes with sailing.

In the meantime the small degree of oxygenation that the old fountain managed, which was only about 10% of what was required, will not occur. The estuary outflow flaps are currently set so that they leak somewhat and this brings the level up an inch or two each high tide. This 'breathing' of the pond water should be enough to prevent complete stagnation. If monitoring shows that the oxygen level falls even further than its usual abismal level, then a flush may be required.

The council is aware that the pond requires removal of the silt and the depth over the eastern and southern edges are below the level stipulated in the reserve's management plan.

## The Match Racing Cup

The Match Racing Aggregate Series in 2008 will determine the challenger for the Match Racing Cup, here proudly held by the 2006 winner David Harley.

The defender will be the current Cup holder, the final 2006/7 races for which has still to be completed.

If the defender wins the aggregate series then the challenger will be the runner up.

The Match Racing Cup was originally donated to the Whitbread 60 Remote Control Yacht Club, which was the predecessor of the NZRYS, by the "Your Tour Company" in August 1995.

Previous Holders of the Cup include:

- 2005 David Harley
- 2006 Kevin Whitehead
- 2007 still to be decided

### Aggregate Match Racing 2008

In the Aggregate series four match racing rounds are sailed on each day. A win earns 2 points, a loss 1, a DNS, DNF or DSQ will earn zero points. The maximum points for any one day is 8. Of the total days scheduled and not cancelled or abandoned, 2 days will be dropped by each member. Thus if 8 days are sailed in the year each member will only count their best 6 days.

The racing committee will allow requests for matches to be delayed and sailed out of sequence, but within the sailing day, where a boat becomes unserviceable prior to the timer clock being started for a race. If a boat cannot be brought back into service then the club boat may be used at the race officer's discretion.

Name	Sail No
Richard Plinston	1
Dave Harley	10
Ivan Fraser	81/84
Gerald Moss	96
Ross Carrick	34
Bruce Watson	33
Geoff McGill	18
Geoff Atkinson	91
Kevin Whitehead	37
Peter Andrews	38
Murray Churchill	32
Paul Goddard	7
David Cosgrove	53
Charles Martens	19
Tom Clark	2
Simon Adamson	82
Tom McGill	88
John Dowler	11
Paul Stubbs	69
John Goodacre	808
Murray Johnson	36
Aaron Fowlds	79
Matt Bouzaid	20



To determine the draw for matches all the member's boats are listed in order of their total aggregate points, this can be done in advance. For the first day of the series the results of the previous year are used. The boats that are present at 2pm are marked on that list and these are divided off into pairs, each pair then form the first round. This ensures that the two top boats sail against each other and the other races are roughly matched.

If there is odd number of boats then the last boat is made the 2<sup>nd</sup> of the last pair. If another member arrives after the draw is made then he is added as the 1<sup>st</sup> of the last pair if this fills in an odd number, or as the 2<sup>nd</sup> of a new pair. If there are unpaired last matches in rounds 1 and 2, and in 3 and 4, these competitors are sailed as a match race between these rounds so that there are no byes.

For the subsequent rounds the 2<sup>nd</sup> boat of each pair is shifted one position to the left with that of the first pair rotating to the last pair. This should not be written until near the end of sailing the current round so that late arrivals can be catered for.

Using a set of results where the boats are order as in the table, this may result in, say:

Round 1: 1/10 84/96 33/91 37/32 11/6

Round 2: 1/96 84/91 33/32 37/6 11/10

Round 3: 1/91 84/32 33/6 37/10 11/96

Round 4: 1/32 84/6 33/10 37/96 11/91

Each boat will be racing in the first round against one close in total score, then one 2 or 3 places away, then a few more places away in the subsequent rounds. This should give equal challenge to each competitor.

The starting procedure will be the 90 second start with the boats remaining outside the 'tram lines' and forward of the start line until the 60 second mark and then they must go to the course side of the start line and then to be behind the start line, crossing the line before the 40 second mark.

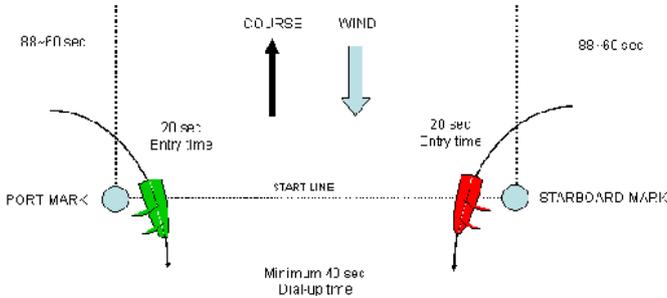
It will be preferred that the race courses be one where the start is made to windward and the legs are windward and downwind. The finish need not be the same line as the start.

Multiple races can be started to be on the course simultaneously. Care should be taken to ensure that boats already racing and boats starting do not interfere with each other. This may be by careful timing of the starts, or it may be by having a start offset from the race course.

For example a start line may be at the extreme leeward end of the pond, the windward mark at the other end, and the downwind mark short of, or to one side of the start line.

## Match Racing Start for Aggregate Series

The two boats for a match race are initially to be outside the starting box and must keep outside the start marks and the 'tram lines' that extend from those marks at right angles to the start line. The boats must also keep 'forward' of the start line, that is in the quadrants (marked 88-60) on the course side of the line extended beyond the marks.



One boat will be designated to start from the Starboard side (indicated as red here) and the other as Port. The Starboard boat will have right of way when entering the start area and the Port boat must keep clear. Note that this diagram indicates an upwind start. If the start is to be downwind the boats will still enter from the course side but the boats will be the other way around from that shown.

The start timer will count down from 90 (88) seconds. The boats must remain outside the 'tram lines' (as above) until the count of 60 at which point they must proceed to be behind the line. They must cross the start line with their bow (or any part) before the count of 40.

Crossing the 'tram lines' before 60 or failing to cross the start line by 40 will result in a starting penalty. Any other penalty before the start signal (zero count) is also a starting penalty.

NOTE: The boat on Starboard is allowed to sail to try to prevent the Port boat from entering, for example by dipping behind the start line and then sailing (still on starboard) so that the Port tack boat must keep clear and fails to cross the line.

The two boats will then manoeuvre as required. Usually each boat will attempt to claim penalties on the other.

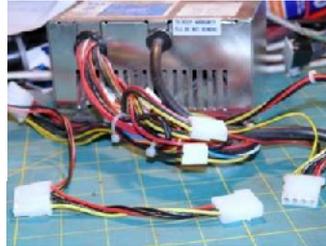
NOTE: It is not necessary to start at the start signal, it is only necessary to start before the opponent does. It is quite common for one to try to control the other and drive them away from the start and then turn and lead back to the start.

If both boats have equal start penalties then they will be wiped. Start penalties must be done as soon as practical after starting, which is usually immediately after crossing the start line following the start signal.

Sailing penalties, incurred after starting, must be done before finishing the race. If both boats have equal sailing penalties then they will be wiped.

## Better Battery Wiring

The wiring supplied with radio control gear is lightweight plastic coated copper wire. This is ideal for aircraft but is not a good choice for boats, especially in salt water. The copper corrodes easily leaving a black surface which is difficult, or impossible, to clean if re-soldering is required. The corrosion eventually reduces the strength of the wire causing breaks at exposed points, such as where it is connected to the battery box, the switch or the connectors. This corrosion will run down inside the plastic coating. The servo wiring is usually adequately protected because the ends can be sealed adequately inside the servo and bagged in the receiver.



What is needed for the battery connection is plated wire of a heavier gauge and connectors that are more resistant to corrosion. Old PC power supplies have this type of wiring, nickel plated copper, and Molex connectors. Matching male connectors can be easily and cheaply obtained from PC accessories such as fans or power splitters.



The two pin 0.10 inch female connector into the receiver can be found on some PC fans with plated wire. Or this can be cut and carved from a floppy disk connector as shown here. This also shows the plated wiring.



If rechargeable batteries are used then the battery box can be discarded and the batteries glued together. Wiring can be soldered onto the cells, but do this quickly with a hot iron to reduce the possibility of damage. This can then be wrapped in tape, preferably 'self amalgamating' and bagged to exclude all water. Seal where the wiring emerges and use a cable tie.

You will need a charger that will work with a block of cells and an adaptor that uses the same type of connector to recharge the batteries.

## Life of the Pond

### Pukeko *Porphyrio melanotus*



The Pukeko has striking colours with massive scarlet bill against greenish-glossy black and deep indigo plumage. The legs are reddish orange. The pure white

under tail is constantly flicked and seems to act as some form of signal while the Pukeko jauntily walks along pulling up tender shoots. They can be aggressive and will band together to fend off rats, stoats and even harrier hawks from raiding their nests.



Pukekos can swim, run fast and fly – in a laboured fashion at first with legs dangling and often crash-landing into vegetation.

They habitually climb about in vegetation and perch on tree tops for a good view: hence the NZ version of 12 Days of Christmas - 'Pukeko in a Ponga Tree'.

The Pukeko is plentiful in swampy places and feeds on fish, eels, insects, frogs and comes out to feed on vegetation in open grassland. It has a parrot-like habit of holding its food in one foot and taking it up to its bill.



Pukekos are polygamous, often breeding in groups and sharing nests, which are constructed on the ground. The

male does most of the incubating during the day with the female taking over at night. The female is only slightly

smaller than the male, otherwise indistinguishable. The chicks are clad in silvery-tipped black down and are fed by the parents for some weeks. According to the Heather and Robertson Field Guide, it seems that Pukeko became



established in New Zealand about 1000 years ago but became abundant only several hundred years ago as forest was cleared. Eldon Best records that the Aotea tribe of the West Coast asserts that the Pukeko, the kiore and the karaka tree were all introduced by their ancestors in a boat called the Aotea.

Pukeko at the Onepoto Lagoon are somewhat tame and can recognise friendly individuals like Cindy Plinston.

### Summer Series 2008

The Summer Series was sailed on 7 Sundays between 13<sup>th</sup> January and 16<sup>th</sup> March. Each member can count their 4 best day scores for the series result.

21 members competed on at least one day of the series with good turnouts of up to 15 members on each day.

Typically for the hot summer days the temperature of the water caused the dead weed on the bottom to gasify and float to the surface. As the racing progressed it sometimes became more of a nuisance with some boats seemingly attracting it while others went unworried by it.

Boat failures were a problem, too. It seemed that most days there were boats pulling out from races or lying on the ground due to technical problems with batteries, servos, receivers, or aerials, wires breaking or even a connector pin shearing. The club boat, and even sometimes the ref's boat, was called to substitute. Even the club boat had its share of failures.

The racing was often close with 14 boats getting race wins. Five different boats had top scores for the day. When there were just two race days left 4 members had totals separated by just 3 points. Going in to the last day it was still possible for any of those 4 to take the series.



### Results:

1 <sup>st</sup>	01	Richard Plinston
2 <sup>nd</sup>	18	Geoff McGill
3 <sup>rd</sup>	33	Bruce Watson

Congratulations to those, and to all who competed for making the series enjoyable.

## Back Issues

Since the Upwind newsletter has been produced and distributed in PDF format it means that the cost of doing this has reduced. This also means that we can supply these as back issues upon request. Apart from the usual columns the main articles are:

### December 2007

- Thunder Tiger ETNZ description
- Life of the Pond: Welcome Swallow
- Life of the Pond 2: Welcome Shag
- Korean Garden
- 2007-2008 Racing schedule
- Summer Series preview
- List of Members and Frequencies

### October 2007

- AGM Invitation and Proposals
- Match Racing Challenger finals
- Club Boat diary
- Life of the Pond: Ducks
- Spring Series summary and results

### September 2007

- OLCC: Fountain at the Pond
- Winter Series summary and results
- Match Racing Challenger finals
- Defender's Series final
- Leaking Boats
- Life of the Pond: Paradise Shelducks
- Toot the Tug

### August 2007

- Match Racing
- Life of the Pond: Cormorants and Shags
- Observations on Sail Twist
- Autumn Series results

### May 2007

- The Club Tug
- Seawind Maintenance
- The Black Deck

I have also obtained earlier documents which were produced printed form and have made them available as PDFs. Some have somewhat different page breaks and formatting due to differences between Microsoft Word 6 and OpenOffice.org

### January 2007

- AGM Report
- Match Racing Proposal
- Match Racing Cup history

### October 2006

- Race Results
- Seawind Quick-Reference Tuning Guide

### November 2005

- The 10 Commandments of Sailing
- Match Racing Start
- Umpired Races

### September 2005

- 'Pondguard' Tug ( not Coastguard! )

### May 2005

- Race results

### December 2004

- AGM Reports and results

### May 2004

- The A to Z of SailingTerms
- Why Go Match Racing?
- The Match Racing Rules

### December 2003

- Who Does the Work ?

### August 2003

- The A to Z of SailingTerms
- Racing Rules for Kids and Small Boat Tacticians
- Sail Battens
- Rounding a Windward Mark
- More Rules That Apply

### April 2003

- The A to Z of SailingTerms
- Club Boat
- Before the Start
- Know The Terms of Your Boat
- Scoring and Handicapping

### November 2002

- Club Boat
- President's Report from the AGM

## Miscellany 1

When two boats are on the same tack, in this case both are on starboard, the windward boat must keep clear.



Today's quiz question is: **which is the windward of these two ?** Answer next page

## Miscellany 2



David (10) managing to keep Bruce (33) from another run away win. (Photo: Callum)



Boats at speed on a downwind (Photo: Callum)



David's 10 stealthily ready to strike from behind Geoff's 18.

## Letters

Hi Richard,

Hope you can help or one of the fellow boaties. I am trying to source a part for the Seawind. A rubber B6 that lies under the chain plate SW16 I have ordered the chain plate part SW16 and found that it did not come with the rubber part. Could you assist with a part number as I do not own a Seawind or have a part number catalogue only a copy of instruction manual. I have contacted Ace hobby and they don't know the part number either.

Regards Marius Snetler

I replied:

The part underneath the chain plates is not rubber, but is black plastic. On the instruction manual it is indicated as part number B6. It will be on KYOB4210 'Plastic Parts Set B' on the list at:

<http://www.seawindrc.com/default.asp?url=parts>

I have copied this to Gordon Stevens who also has an ETNZ and has modified the chainplates and may be able to help you in other areas.

## Members and their boats

### Bruce Watson and 33



Bruce has been a member for three years. He regularly sails on club days and can be found practicing and racing during the week too. Bruce has served on the Racing Committee since the start of the 2007 year. Currently he is holder of the Hobby City Cup for the 2007 Winter Series. He also won the 2007 B Division, which is why he is now in A Division. His main forte is making excellent race starts.

## New Members



Brian Basset has joined the club with his CR-914. A few problems have needed sorting out on the boat including the hull splitting just in front of the keel.



Ian Crooks has joined the NZRYS with 54 'Stealth Racing'.



Terry O'Neill, boat A12, comes from Manukau.

**Answer to the question on the previous page:**  
The answer: A boat that is sailing downwind (18) is deemed to be the windward boat when it meets a boat sailing upwind (131). So while 18 is apparently on the leeward side of 131 it is the former that has failed to keep clear.

## Members and their boats

Geoff Atkinson and 40



Geoff joined in 2003 with his 91boat but recently he has been sailing his new 40 since last year. As a Race Committee member since the start of the 2007 year he ensures that the race days run smoothly and are enjoyed by everyone. He has supplied the club with the countdown timers and the new course board, has written some newsletter articles and provides technical help to those with problems. He also has made his 'Toot the Tug' for moving buoys and rescuing stranded boats if required. Geoff is a valuable member that can be relied on to give cheerful assistance to all.

## Members and their boats

Peter Willcox and 90



Peter joined in mid 2006. He runs a fish farm on the Maharangi and is supportive of the efforts to monitor and keep the pond in good order.