

NEW ZEALAND



RADIO YACHT SQUADRON

'UPWIND'

May 2007

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

From the President

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.

Club Racing

We are getting good turnouts at the pond, no doubt this is due to continuing good weather – most of the time. This has resulted in good racing. 17 members have been racing in the current series with at least ten on each Sunday.

State of the Pond

The pond has been problematical over the last few weeks. Usually at this time of year the weed is kept at bay by an occasional flush with salt water. This year the summer was late and continued longer, as I write this it still seems late summer rather than the middle of autumn. This kept the weed growing, fed by runoff of fertilizer spread on the playing fields. The bad smell at the north end of the pond over summer also possibly indicated additional nutrients by way of leakage from the sewers.

The weed problem usually happens in spring when the algae blooms in the warming weather. Flushing should keep this under control. Over the high point of summer when the water gets quite warm we usually get the bottom mud and dead weed lifting and there was some instances of this in January and February.

In mid March the Horsehair algae growth started to affect the pond and within two weeks it had grown long enough to take over almost half of the surface. Attempts to flush with salt water were confounded by heavy rain in early April that flooded the pond. The good news was that the weed sinks in the less dense fresh water so it was clear to sail, but it was still lurking on the bottom. Flushing over the following week did break up the weed and much went out into the estuary, but left small clumps of dead weed to catch keels.

I have been working to help co-ordinate management of the pond. For the last 3 years Bill Herald of the Electrons has been doing this alone and feels that others should take over. Prior to this Roy and Tony Grey of NZRYS did this. I hope to involve Wai-Care in helping to monitor and control the nutrient and pollution levels in the ponds. We want the NSCC to clean out the silting from the ponds and they are looking at having contractors do the flushing when we require it.

My main task so far has been to gather and record all the information that is necessary for the management and how this has been done in the past. A set of

procedures should allow action to be taken to prevent further disruption of sailing.

The Club Tug

The club purchased a tug boat kit in 2005 from vac-u-boat.com. Unfortunately they got the Vac-U-Tow, which is a scale model of a river barge pusher. This seems to be less seaworthy than their Vac-U-Tug Jr which is a model of a sea-going tug.

The tug had only been used a few times since being completed as the holder was not frequently at the pond. Eventually it was collected by the current committee and was used a couple of times but while attempting to put out a line to drag a tree branch out of the pond it almost sank.

The rear hatch that gave some limited access to the rudder gear was just a plastic panel held by velcro. As this was less than an inch above the water line it was inadequate to prevent waves from astern washing in to the hull.

All the electronics were well soaked but eventually were able to be dried out and made to work again by Geoff Atkinson. He handed the tug on to me and started to carve his own tug with a wooden breadboard hull.

There were still more problems with the club tug, such as a lack of towing gear, so I started to investigate what could be done to improve it and make it more seaworthy and more useful.

The main rudder crosshead had split. This was a simple nylon fitting with a grub screw and the split meant that it no longer gripped the rudder shaft. Epoxy glue and a cable tie repaired it adequately.

I removed the rear hatch and replaced it with a perspex hatch. By epoxying small wooden blocks under the hatch area I could screw down the new hatch with a gasket to make this water tight. I mounted a swing arm hook and a towing eye on a block on the hatch. Apart from attaching lines to the eye it is expected that the swinging hook can be used to grab a Seawind by its stays in order to tow it away. The tug also has buffers at its bow so that it can be used to push a Seawind.

Experiments showed that a longer swing arm hook was required and so I cut a bent one from perspex that will stow alongside the cabin when it is not required.



Richard Plinston: Club President

NEW RECHARGEABLE BATTERIES:

Contributed by Richard Plinston

Rechargeable batteries normally run down or self-discharge if left unused. This may be about 5% per week, so that after two months a fully charged set of batteries may have around half their life left, or less for older batteries.

Sanyo have introduced a range of rechargeable Ni-MH batteries called 'ENELOOP' that have a very low self-discharge rate. In fact they sell them fully charged and ready to use immediately.

If you have been caught wanting to go sailing after not having used the boat for awhile, but the batteries are dead because they have self discharged, then these may be the batteries that you need.

They are available from;
TESA, 57 O'Rorke Rd, Penrose
or resellers.

Battery disposal:

Batteries should not be put in the domestic rubbish collection, nor in rubbish bins in the park, but should be taken to a HazMobile collection when it is in your area. This service is provided by the ARC. see www.HazMobile.govt.nz for details and schedule.

SEAWIND MAINTENANCE

Contributed by Geoff Atkinson

Electronics:

Moisture in the electronics is the big killer. The best policy is to keep the water out of the boat with a good hatch seal.

There are other points of water entry, namely the rear hatch, the sail cord entry hole and the keel box. So keeping the electronics totally dry in the strongest winds is a dream for most.

This means phase two in the battle is to protect the electronics from salt water damage. With current passing through for hours at a time, a certain amount of electrolysis will occur and damage exposed wires and connectors.

Even with drying out the hull interior after a days sailing, the corrosion will still happen. Often the earth wire (black) will suffer a process that turns the wire core a black colour, with associated increase in resistance and therefore less current handling with associated reliability problems.

Use gold plated connectors where ever possible instead of the tin pins and sockets.

Purchase a tin of liquid insulation (available from Jaycar) and coat any exposed wires ends or connections. It is also good for filling the rubber boot of the servo wire entry to keep water out.

Mount the receiver high up under the decking and use a plastic bag or balloon (with rubber band or twisty tie for a seal) for protecting the battery holder.

I found to my detriment that the transmitter can also suffer water damage and is a little harder to diagnose. Remove the transmitter casing and check for damage occasionally. You can protect the electronic components on the boards with "conformal coating", an inert compound also available in a spray can from most suppliers such as Jaycar or Dick Smith Electronics.

Consider a plastic cover for the transmitter on rainy days.

If the receiver or servos have received water intrusion , possibly with loss of control, dry them out by swirling some Isopropyl alcohol (available from some hardware shops or chemists) around the electronics, particularly into the metal-canned tuning inductors, and letting it evaporate off, complete with any moisture.

The Boat:

They get old and some parts are known not to age well. There are stressed components that crack and eventually fail. Number one here is the keel box. The plastic is very thin and so even if you have not suffered "the keel box crack" I recommend you remove the servo tray and reinforce the hull around the keel box. Use either plastic strips (Richard has a template) or fibreglass tape plus epoxy resin.

The aluminium mounts for the servo tray attach to the decking with steel bolts. These dissimilar metals eventually fuse together making removal impossible. Either coat the bolt with a silicon grease (NOT silicon sealer) or use M3 stainless steel bolts instead.

The other failure point is the rudder mount and shaft tube. The plastic will crack after years of stress on the rudder in collisions and general handling. Remove the rudder and then the rudder mount (the Y shaped plastic part) and inspect for any cracks. You can reinforce the hole where the blue rudder shaft casing goes through the Y bracket with a large plastic or metal washer with a 9.5mm diameter hole. Another possibility for the reinforcement of this part is one or two layers of heat-shrink tubing, as it will keep pressure on the plastic and stop any cracks widening. This procedure can work well on the servo mounting posts.

The sails need attention too, especially the battens that can be lost in strong winds. Replace any that are lost immediately before sail damage occurs and keep existing battens secure with some for of clear "Magic Tape".

Rigging tip:

A tip for the rigging cord ends (and any knot ends) is to apply a dab of Supaglu to the knot or knot ends and it will wick up a short distance and stop it fraying.

Letters to the club

Hi Richard and thanks heaps for the photos.

My girls and I sure appreciated your kindness, and in fact we ended up at the Viaduct Harbour later on and saw the real life one up on the stand.

They thought it was really neat to see the big keel on the real one was similar to those on the model yachts...

Thanks again and we may see you there again one day!

Regards,

Cam Potts
(22/4/07)

RADIO FREQUENCIES & MEMBERSHIP

Listed below are the radio frequencies currently allocated to club members. Frequencies in RED are available.

Remember, if you wish to have more than one radio frequency, a \$10.00 annual fee is payable per additional frequency which is in addition to normal club fees. Non-payment will result in that frequency being available to others.

Frequency	Allocated to;	Frequency	Allocated to;
26.975	Bruce Watson	29.765	Tom Clark
26.985		29.775	
26.995	Kevin Whitehead	29.785	John Dowler
27.005		29.795	
27.015		29.805	Club Boat
27.020	Richard Plinston	29.815	
27.025		29.825	Matt Bouzaid
27.035		29.845	
27.045	Neil Purcell	29.850	Harry Bowles
27.055		29.855	
27.065		29.865	Peter Andrews
27.070		29.875	
27.075	Ross Carrick	29.885	Murray Churchill
27.085		29.895	
27.095		29.905	David Harley
27.105		29.915	
27.115		29.925	Simon Adamson
27.120	Paul Goddard	29.935	
27.125		29.945	David Harley
27.135		29.955	Simon Adamson
27.145	John Goodacre	29.965	Geoff McGill
27.155		29.975	
27.165		29.985	Simon Martelli
27.170	Reg Goddard	29.995	Ivan Fraser
27.175		40.570	
27.185		40.610	
27.195	Gavin Rees	40.630	
27.205		40.730	
27.215		40.750	Ryan Clark
27.220		40.765	
27.225		40.770	Ivan Fraser
27.235		40.790	Richard Plinston
27.245	Gerald Moss	40.810	Trevor Speight
27.255		40.815	
27.265		40.830	
27.280		40.850	Ivan Fraser
29.725	Peter Willcox	40.865	
29.735		40.875	
29.745		40.890	Bruce Watson
29.750		40.910	Rob McPherson
29.755		72.350	Geoff Atkinson

Letters to the club

Hey Richard,

Thanks kindly for your generosity of spirit, email and photos. With our visit to the pond on Sunday afternoon we thoroughly enjoyed ourselves with the unexpected experience of trying out your mini yachts, especially Kevin with his keen interest and experience in boating ie yachting.

Although Kevin no longer has a yacht his heart has never left the water. I could see he was very taken by your club, being apart of the friendly social commaderie of the members and the competitive skill involved. All adding up to much fun. He is still talking about how much he enjoyed himself that day.

With a little encouragement, I'm sure you could get Kevin 'on board'. If you could send any information regarding the club it would be much appreciated.

Thanks again for a wonderful afternoon.

Yasmeyn and Kevin (24/4/07)

MATCH RACING – DEFENDER SERIES

Further to the notice sent out on 4th April via email announcing when the Defender Series would be run, these are the details that have been set out by the race committee.

The Defender Series

The contestants are:

The Current Match Race Cup Holder:-

Kevin Whitehead (designate as Defender 1)

The Challenger from last year:-

Richard Plinston (designate as Defender 2)

The Runner-up Challenger from last year:-

Ivan Fraser (designate as Defender 3)

From April 15th the contestants will race 3 full rounds, each as follows:

Defender 1 v Defender 2

Defender 1 v Defender 3

Defender 2 v Defender 3

The normal points system of;

win = 2 points

loss = 1 point

DNS or DNF = 0 point

At the end of the 3 rounds the contestant with the most points is declared the Defender Series Winner.

In the event of all three contestants having equal points, further full rounds will be completed until either one or two contestants have the most points.

In the event of two contestants having equal points, a further single match will decide the winner of the Defender Series.

The Sailing Committee will expect all contestants to be available for racing from April 15th until completion, unless advising the Senior Race Committee Officer (Geoff Atkinson) by the Thursday before each Sunday's racing. The races will be proceed if conditions are deemed suitable by the racing committee, or their delegates, on the day of racing.

The races will be normally slotted in after the completion of normal fleet races, so contestants should make themselves available for an immediate start after the last fleet boat finishes.

Challenger's Series

The match racing to choose the challenger for the Match Racing Cup will start 20th May. Nine members have indicated they will be sailing so far.

The winner of the Challenger Series will race against the winner of the Defender Series for the Match Racing Cup.

Get your name on the list (available at the pond), or send an email if you be competing.

To enter, you must be a paid-up member.

2007 Race Schedule

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

Month	Date	Round	Race type
May	6th	Match Racing Aggregate	Match Racing
	13th	Mothers day	-
	20th	Match Racing	Challenger Series - Heats
	27th	Match Racing	Challenger Series - Heats
June	3rd	Queens Birthday	-
	10th	Match Racing	Challenger Series – Finals
	17th	Spare day - Fleet/Relays	Non-competition
	24th	Match Racing Cup + Fleet	Challenger v's Defender + fleet
July	1st	Match Racing Aggregate	Match Racing
	8th	Winter Series 1	Fleet racing
	15th	Winter Series 2	Fleet racing
	22nd	Winter Series 3	Fleet racing
	29th	Winter Series 4	Fleet racing
Aug	5th	Match Racing Aggregate	Match Racing
	12th	Winter Series 5	Fleet racing
	19th	Winter Series 6	Fleet racing
	26th	Spring Series 1	Fleet racing
Sept	2nd	Fathers day	-
	9th	Match Racing Aggregate	Match Racing
	16th	Spring Series 2	Fleet racing
	23rd	Spring Series 3	Fleet racing
	30th	Spring Series 4	Fleet racing
Oct	7th	Fleet/Relays/Spare day	Non-competition
	14th	Spring Series 5	Fleet racing
	21st	Labour Day	-
	28th	Spring Series 6	Fleet racing

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

Autumn Series results

1st John Dowler
 2nd David Harley
 3rd Richard Plinston

Racing had been cancelled on the 22nd April due to a complete lack of wind. Thus the series would be scored on 4 sailing days out of the 5.

John Dowler (11) was well ahead on the total points having consistently shown the benefit that hours of practice sailing during the week can have on race day performance. Well done John for your second series win in a row.

The series was wide open for the remainder of the placings. Coming in to the last day Richard (1) was lying second and Ivan (84) third. But Geoff McGill (18) and David Harley (10) put in great results on the final day to push David to second place and Richard back into third. Peter Andrews (38) fourth only 2 points short of third place, and Geoff fifth with 3 excellent day scores but his work on alternate sundays prevented him taking the series which he could have done based on those 3.

Simon Martelli (126) came in a creditable 6th in his first series just 1 point behind Geoff. 18 members competed in at least one day of the series and that is an excellent turn out.

Thank you for great racing.

President	Richard Plinston
Secretary	Peter Andrews
Treasurer	Julie Adamson
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 thisday of200...

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

Note:Membership expires 30th September each year.

The Black Deck

It all started when the girl in the office at the boat yard got confused filling out a work order for Buzz's new boat. It was supposed to have black hull and a white deck and somehow or other things got transposed. Anyhow, the boat came out with white hull and a black deck. Buzz was pretty upset because everybody knows that a boat with a black deck can get pretty hot and uncomfortable for the feet in the summertime, but there wasn't time enough before the Regatta at Newport to do anything about it. The boat was late already. So Buzz took it to Newport the way it was.

It was pretty grim going because the weather was uncommonly hot and the temperature in the cabin hovered around 120 degrees. It wasn't much better on deck either, especially if you tried to sit down.

Being the fine unflappable sailor that he is, Buzz nevertheless managed to win the series, which had attracted rather more than the usual coverage by the press. I guess that's what led to some of the trouble because there were many reporters on the dock. One in particular, a very pretty non-sailor from The Christian Science Monitor, was especially insistent. Buzz answered her many questions with his usual graciousness, but the ordeal of sailing five or six long races in an oven had worn him down a little. Inevitably, he was asked what single thing was most responsible for his victory. He replied, just a little brusquely perhaps, that it was obviously the black deck, and in due course it all appeared that way in the press.



A lot of people wondered why a black deck would make a boat go any faster. Speculation continued as to the merits of the black deck, and in due course a number of technical articles on the subject appeared in the yachting magazines. One of the most widely read of these was by a technical writer in a popular yachting monthly who explained at considerable length that the warm air rising from the deck would inhibit the flow of wind around the

underside of the mainsail from the windward side to the leeward side. This was characterised as an Induced Collateral End Plate which served to double the effective aspect ratio of the rig. There must have been some merit in the argument for very soon more black decks appeared around the country.

By this time, there were enough black decks in evidence so that the International Technical Committee of the Offshore Rating Council decided to make a study. Pending the results of their investigation, it was decided to assess an arbitrary .75 per cent penalty on the rating of any boat with a black deck. Not to be outdone, the Storm Trysail Club concluded that the ITC's penalty was probably wrong and assessed one of their own which was .875 per cent. When these penalties were announced, a number of owners who had previously been on the fence concluded that there must indeed be some merit in the black deck, and so quite a few more appeared in the various racing fleets.

Naturally, the matter came to be referred to the various naval architects for opinions. The most complete reply, in terms of words per unit of message, came from S&S who put out a document which might be called a White Paper on Black Decks. It ran on for several very well written pages and concluded with the observation that although any number of colours might be selected for the purpose of painting a deck, black was certainly the darkest, at least so far as that term is commonly understood.

But this time, a number of variations on the theme of Basic Black appeared. After it was learned that the report that Hard sails had obtained a patent on plain black paint was proven to be untrue, most people followed the obvious course and used it. A few followed more esoteric routes, however. For example, Jessie Phillips had a special mixture prepared for 'Charisma', in which pulverized titanium was used as the pigment. This was of course a lot more expensive, but it was somewhat lighter and became generally known as 'Light Black.' Dr. Jerome Milgram, stole a march on the fleet by using midnight blue instead of black, thus avoiding the rating penalty. This took the ITC by surprise and they began to investigate the possibilities of using a light meter to measure the reflectance of the surface, regardless of colour. Meanwhile, pending the results of this investigation, an arbitrary 10 per cent rating penalty was assessed against Professor Milgram's boat. The incident served among other things to increase the newspaper interview value of that boat from \$50,000 to \$67,000.

Another clever variation. It was found that whatever the merits of a black deck might be in the sunlight, these did not apply at night, and there were, at night at least, some disadvantages. Accordingly, someone designed a deck which consisted of a series of louvers, somewhat reminiscent of venetian blind panels running athwartships. These were painted black on one side and white on the other and by the simple operation of a hydraulic control, they could be isolated so as to expose either the white side or the black side. The arrangement worked beautifully and the pumps were easily able to keep up with the leaks.

For next year's Bermuda Race, virtually the entire fleet was equipped with black decks. Unfortunately, it was a very slow, long and hot race. Even with the specially insulated and air conditioned boats and the special clothing, many of the crews became so exhausted that they were forced to withdraw when the wind died as they



neared Bermuda. Surprisingly enough, the race was won by Buzz who, unlike his competitors, was as fresh as a daisy when he stepped ashore. It seems that after considerable argument with the boat yard, he had finally succeeded in having the error rectified and his deck painted white. Buzz had little to say about his victory except a casual remark to the effect that 'We just kept her moving all the time.'

Reproduced by courtesy of Yacht Racing.
Yachts and Yachting November 2 1973.