NEW ZEALAND
RADIO YACHT SQUADRON

'UPWIND'

September 2007

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

From the President

September is the end of the club year.
The Winter series has finished.
The Challenger and Defenders series are finally completed with the Match Racing Cup final (best of 9) is still to be sailed which will be between the Spring Series fleet racing over the next few weeks.
The Spring series will overrun the year end.
There is one more Aggregate Match Racing day. The Divisional series will end with September and the program will be complete prior to the AGM.
We have drawn up a proposed racing schedule for the coming year and this will be subject to discussion and changes at the AGM with the new committee.
We ask for members input and suggestions. Prior to the AGM we will be publishing your proposals and these may be voted on at the AGM.

Onepoto Lagoon Coordination Committee and Onepoto WaiCare Group

A meeting was held at the lagoon on the afternoon of 17th August between Richard Plinston and Carol Bergquist representing the Coordination Committee and the WaiCare group; Bob Wallace the Parks and Reserves officer for North Shore City; Martin Payne and Gerald of Waterworks Irrigation Limited; Councillor Bob Mitchell and Jennifer Yorke Chairperson of the Birkenhead-Northcote Community Board.
The WaiCare testing has shown that the dissolved oxygen levels in the pond are consistently very low and this is, at least in part, the result of the silt and embedded organic matter using up the oxygen, resulting periodically in the bottom rising from the methane that has been generated. This rising silt not only causes problems for sailing but in summer it can cause very objectionable smells with potential health risks.
A much higher oxygen level will reduce the growth of algal weed, will reduce the smell in summer and will allow a greater variety of estuary fish to survive.
The Council has plans to increase the oxygen levels by installing oxygenators that will replace the rather ineffectual fountain that is currently at the south end of the sailing pond. The proposed devices will also double as ornamental fountains as they absorb the oxygen by spraying the water into the air. Waterworks Irrigation have installed similar devices at the duck ponds in the Domain and have a range of devices they can choose from with varying sizes and patterns. Siting an oxygenator at the northern (clubhouse) end central to the area bounded by the pond and the bright green buoy will do the most good for the water and will create a flow that will upgrade all the water.
We have ensured that the Council is aware of the needs of the users of the pond and various sitings were discussed including the option of two or three smaller oxygenators and access to the pump house to turn them off if they would interfere with the sailing. Cost is, of course, an issue and Martin of Waterworks Irrigation will be drawing up a couple of options with the costs involved.
The Community Board has an interest in this as the Northcote centennial is approaching and they would like to make the fountain in the pond a centennial feature with lighting. This interest will help ensure that it is funded and installed within a reasonable time frame.
At this point a suggested arrangement is that a block pump-house be built where the current underground pump sometimes winds up underwater and this will take water from the southern pond and pump it to the northern end of the sailing pond. The piping will be 90mm or so and will be along the bed of the pond. The siting at that point should be outside our sailing area which is indicated by the buoys. If two or more smaller oxygenators are installed then one could be sited a couple of metres from where the current fountain is, further from the path to cater for the spray. Or one could be in the far SE corner of the pond backed by the trees and bushes there so it could be close to the shore. This latter is badly silted and otherwise has little water flow so it can smell quite badly.
The proposals will include the expected improvement in oxygen levels based on take up rates and pond volume.
The Council also recognises the need for silt removal, especially at the northern end and other works such as tidying the concrete work under the bridge. It may be necessary to do some dredging in order to install the oxygenators.
I took Martin and Gerald around the pond and showed them the controls and how they operate. In particular I explained the procedures required to achieve the best results and have sent them the Coordination Committee's document which contains these details.
The meeting was very useful in guiding the council's plans to account for the needs of the pond users and to work with the suppliers in maintaining and developing the facility.

Richard Plinston
Onepoto Lagoon Coordination Committee

Winter Series

The Winter series had another good turnout of members with an average of 11 racing each day and 18 taking part in at least one day in spite of the generally cold weather. The rain had resulted in the water frequently being over the path with one day having it high enough to present a problem with launching even with gumboots. Generally we were lucky with the weather. Storms and rain during the weeks cleared for Sunday afternoon, sometimes the fronts passing as we were setting up.

Flight 1 was a really nice sailing day with John (11) and Neil (6) sharing the honours for top boat with Bruce (33) 1 point behind after 3 wins.

Flight 2 was a difficult day with the wind changing from light at the start and increasing with strong gusts. Harry (75) with 4 wins had the best result followed by Neil (6) and Geoff (18) just one point behind.

Flight 3 had the weather improve from threatening rain to blue sky and light winds. Bruce (33) was top boat with Harry (75) and Geoff (40) following. New member Trevor Watts (22) had his first win. Only one person took to the water with excess enthusiasm.

Flight 4 was the day of the flood, though otherwise it was pleasant with good racing. At last I (1) managed to show good form to be top boat with Geoff (40) and Ivan (84) taking second and third. New member Kevin Webb (30) had his first race win.

Flight 5 was cold and windy with a short shower. Bruce (33) had the best of the day with Kevin (37) second and Ivan (84) and David (10) tied for third just 3 points behind.

Flight 6 was a really nice sailing day with enough shifty wind to be interesting. Kevin (37) taking top place from Geoff (40) and Ivan (84).

Overall results had the positions changing on each day but finally it was Bruce (33) that was the series winner with Richard (1) being pushed back to third place by Geoff (40) improving his new boat to grab second.
Several new members joined us in this series with some success. There were a number of breakdowns and the club boat was called into use with variable results. The results showed that most of the members can win races and get scores that put them in the top three on the day with 10 getting these places.
Congratulations to the winners and thanks to all who took part to make it a successful and enjoyable series.

Match Racing Challenger Finals

Prior to August 19th David (10) and John (11) had sailed five races in the best of 9 series with David winning the first 4 and John the fifth.
David & John turned up early on the 19th to sail the remaining races to determine who would be the challenger for the Match Racing Cup. David needed to win only one more race, whilst John needed to win all remaining 4 races.

In the sixth race it was David's turn to start on starboard and he took John by surprise, won a penalty but the resulting collision meant that the two boats became locked together. A restart was required.
John managed to get a canceling pre-start penalty on David and sailed away to win with David getting weed on his keel.
The seventh was another win for John with David catching more weed and falling behind.

The eighth made it four wins in a row for John and leveled the score at four all.
The ninth and last race would determine the final. The time was up however as 2pm was approaching, the start time for the winter series racing.
After fleet racing the last Challenger final was raced. The winner would take the series in a sudden death sail-off. The wind was now somewhat less and David chased John around the start box pushing him away from line as the count came to zero. David's boat was happier with less wind strength, and no weed, and it pulled away with an ever increasing lead eventually finishing with a half lap lead in the two lap race.
David has won the Aquapro Challenger Cup and will sail against the Defender, Ivan, for the Match Racing Cup.

Proposed 2008 Race Schedule

Month	Date	Round
Aug	26th	Spring Series 1
Sept	2nd	***Fathers day***
	9th	Match Racing Aggregate
	16th	Spring Series 2
	23rd	Spring Series 3
	30th	Spring Series 4
Oct	7th	Special prize Series
	14th	Spring Series 5
	21st	**Labour Day**
	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
	20st	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

To be voted on and agreed by the new 2008 committee. If there is a Defender Series, these races will be held concurrent with fleet races.

Leaking Boats

There are several points where water will enter a Seawind. Some are fairly obvious while others may not have been considered.

The Main Hatch

The most obvious point of water entry is the main hatch. The kit hatch is rather too flexible and the sealing strip is porous. This hatch can be improved by stiffening with a metal plate, plastic strip or even fibreglass or carbon fibre. This should be kept to the limits of the hatch opening so that it allows closure. The strip can also be replaced with some soft closed foam ensuring that it leaves no gaps.

The hatch could also be replaced with perspex or with a custom fibreglass cover. The club has 3mm clear acrylic off-cuts and a hatch mould available for members.

The Rear Hatch

This may appear to be sealed as it fits flush and has an O ring. However it is made from two pieces that are glued together and this join can fail. If superglue had been used this can become brittle, when the joint fails the O ring no longer seals the hatch and though it may appear secure it can let in a lot of water at medium heel angles.

Check the hatch glue joint and remake if required. The club has some one piece turned replacement hatches at a nominal cost.

The Rudder Post

The rudder post is stainless steel and it runs in an aluminium tube. If the rudder seizes in the tube this can turn with rudder unscrewing on turns to port and screwing back in to starboard. This can leak as it turns against its O ring so check that the rudder is free in its tube.

Also the hole in the hull can crack with the stress of the rudder and almost invisible cracks can leak because they are constantly underwater. The hole can be reinforced and sealed with a plastic disc or metal washer.

The Keel Box

The Keel imposes a very high stress on the hull and this is especially true when the keel hits an underwater obstacle. A common problem is cracking of the hull just in front of the keel. In extreme cases the keel box can break away at its front edge letting in copious amounts of water. Check for cracks often.

The box can be reinforced internally with epoxy putty, fibreglass, or wood splints glued in. It may even be required that a fibreglass patch be applied externally.

The Keel Bolt Tube

The keel bolt runs inside an aluminium tube that screws into the keel box and seats on the deck. Outside this tube is the mast support. Any movement of the keel will flex the tube at the point where the screw thread reduces the cross section. This can result in the tube fracturing just above the keel box and this will leak as water can enter past the top of the keel an up the keel bolt. Keep this well sealed with Vaseline or similar.

The Bung Hole

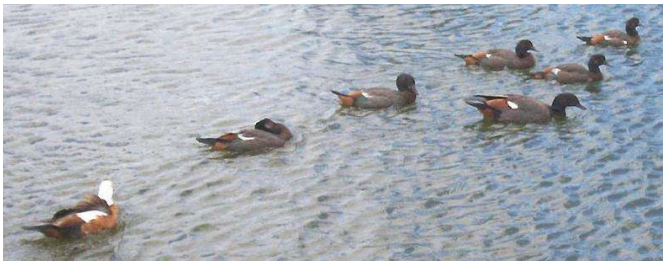
Check that the drain bung is fitted correctly.

Life of the Pond

Paradise Shellduck (*Tadorna variegata*)

Also known as the painted duck, the female has a conspicuous white head and bright chestnut body. The male is predominantly dark: black barred with fine white lines, reddish-brown abdomen, the head is black with metallic sheen. They are commonly seen in pairs or family groups.
The species is endemic to New Zealand - found nowhere else in the world. Known as a "shelduck," it is intermediate between ducks and geese.
The species was discovered by Captain Cook at Dusky Sound on his second voyage in 1773. They were not a common bird before European settlement but have since prospered with the conversion of native forest to pasture. They have increased greatly in numbers and expanded their range over the last 100 years. Paradise shelduck graze on grass, clover and standing crops. They also eat aquatic vegetation (good).
The male has a deep alarm call *zonk zonk,* and the female a shrill *zeek zeek.* In the breeding season (August to December) pairs rise and call on sighting an intruder, and the calls are given as a duet in the air. Birds pair for life and hold on to the same breeding territory. Courtship displays of the resident pair at the Onepoto pond were seen as early as mid-July.

This pair successfully reared five offspring at the pond in the 2006 season.



The nest, lined with down, may be hidden on the ground under logs, in burrows or rock crevices or up as high as six metres in a hollow tree. The female incubates for 30-35 days while the male guards the territory. The downy ducklings (5-15) have a striking pattern of white and brown, and must leap from their nest hollow to the ground within a day or so of hatching. They fledge at 8 weeks when they resemble the male in colouration. The females assume their true colour and breed at 2 years of age.

Carol Bergquist

All photos taken at Onepoto - copyright R.Plinston 2007

AGM & proposals

The 2007 AGM is scheduled for Sunday November 18th to be held at the pond clubrooms after an hour or so of fun racing.

This is your chance to comment on how our club is run and to have a say by joining the committee.

Last year, there was a proposal concerning the level and club rules for match racing – if you recall, the proposal was that there shall be no Defender Series – the holder was sole Defender.
This proposal was defeated as only one club member who took the trouble to submit a written vote.

We welcome your ideas and proposals which will be published in a newsletter prior to the AGM.
It is the intention that all proposals will be heard at the AGM and voted on at that time.

What type of racing do you prefer ?
Do you want more 'fun days', where results are less important than the sheer fun of sailing your boat ?
Do you want more or less match racing ?
Are there other forms of racing you would like to propose?

The club is for all of its members – let us have your ideas and proposals in writing by email or otherwise to the editor.

Toot the Tug

Last year, I was passed the club "tug", to bring along as rescue and general buoy moving craft.
After resurrecting it from sinking on it's maiden voyage, it was passed on to Richard to bring along as entertainment for children, a task it is more suitable for.
I set about constructing "Toot" the tugboat. The main design criteria being sufficient bulk, weight and power to rescue yachts from buoys or in various states of radio failure. Yachts, even though in a disabled state can still present a difficult task of moving, especially in moderate to high winds.
I decided on a bread and butter construction technique, mainly because I hadn't built one before using that method. Toot turned out as in the picture below. A fair bit of the hull is not visible as it draws about 5 inches below the waterline.

First I fitted a big electric motor and large propeller. It would have moved the Queen Mary I suspect, but unfortunately it blew the 25A fuse and lasted about 10 seconds on the large battery. I lowered the motor size and fitted a smaller motor. The direct drive slowed the revs when in the water and still drew so much current that I had to fit water cooling pipes. The battery lasted about 30 minutes. The final change was to fit a 2:1 reduction gearbox that resulted in the same revs to the propeller even with a bigger propeller, and reduced battery consumption. It seems a stable and reliable combination now.
I have used it to put out a line to move some buoys, rescue the odd yacht and retrieve my own yacht when it's receiver stopped receiving.

So if anyone needs a rescue boat, and I am in the middle of a race, feel free to grab the tug, transmitter (that should be next to it, and go perform the rescue yourself. The cabin is a snug fit and when pulled off there are two switches, both labelled on/off with the on direction being pointing forward. Flip them on and fit the cabin back. The throttle is the left "sail" control and forward is up with reverse is all the way down.
The bow has a layer of rubber strips surrounding it (and the stern), so that no damage should be received from a direct hit on your pride'n'joy yacht. There is a retractable perspex "shroud" catcher on the port side, so make sure this is out.
Level up from astern, move down the yacht's starboard side and it should hook up.

Geoff Atkinson

Defender Series - FINAL

The Defender's series was completed with the final two match races with Ivan (84) winning these against Kevin (37) and Richard (1).

Ivan wins and is the Defender to race the winner of the Challenger Series – David (10).

Sailing Tip

It always pays to make sure your mast is connected – otherwise performance will suffer !