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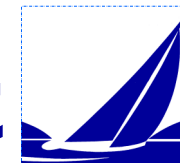
The next publication date of *Mainsheet* will be December, 2011.

Copy deadline will be November 30, 2011.

Letters and articles can be sent to the editor by email: noelbrad@clear.net.nz,
by fax (04)566-4318, and by post to 19 Avon St, Lower Hutt 5011

October 2011

Mainsheet



Web Address: <http://www.wryc.wellington.net.nz>



John Owens examines his AC15 Winter Fleet Racing Cup with a combination of pleasure and amazement. This was his first serious race with a borrowed AC15, which he now fears that its owner — John McPherson — may want back.

The Newsletter of Wellington Radio Yacht Club Inc
Affiliated to the New Zealand Radio Yacht Association

Commodore's corner

Summer is here once more and haven't we been lucky with the weather? I certainly think so. You will all have noticed by now how the results of the weekly racing are displayed. The committee worked very hard to get this right. With the very able assistance of David van der Plas we got it, and isn't it great to see where we all stand within the series? Many thanks to all concerned for their assistance and perseverance, with a special thanks to David.



It has been a real pleasure to see Ron Perry back on the water with his AC15. He has paid us several visits lately and it's great to see him back in action. The AC15 fleet now stands at 5, back to the numbers that I remember from many years back. We hope to see more of you, Ron.

This edition of the Mainsheet is slightly different. A 'pullout' covering 10 basic rules of sailing is included. This will help newer sailors amongst us to start to come to grips with the Racing Rules of Sailing. Often one of us has become victims of the 'un-knowledgeable' and has suffered a 'loss of advantage' in some instances. There will be 'follow ups' on these rules later.

The situation with the IOM Nationals has, at long last, seen some progress. Firstly, we will now be looking at hosting the nationals in 2013 (not 2012), and secondly, the Kapiti District Council have stated that a decision, on our making use of one of their lakes for the nationals, will be made towards the end of this month—(September).

On September 11 we staged the IOM Fleet Racing Spring Series Day 3 and the Middleton Cup. The event was won by John McPherson. Well done, John.

RACE OFFICERS please note that all race results should now be e-mailed, or handed, to David van der Plas at the completion of racing.

To All Members: If your turn comes up on the roster for **RACE OFFICER** and you can NOT make it, **PLEASE** organise your own replacement.

Enjoy the summer,
Darrell

Wellington Radio Yacht Club (Inc.)

Membership Application/Renewal for 2011/12 Season

Subscriptions are due immediately after the Annual General Meeting and are payable by **31 July 2011**. The information on this form is required to facilitate the organisation of club sailing events.

First name: _____ Surname: _____

Address: _____

Phone: (0) _____ (Home) (0) _____ (Work)

Email: _____

Frequencies Owned: Preferred: _____ Others: _____

Note: The Club collects annual subscriptions (\$10 per member) plus boat registration fee (\$1 per boat) on behalf of the NZRYA. AC15 Regⁿ fee of \$2 is added to the WRYC subscription. Please complete boat registration details below. Ensure that your ownership details are current.

<u>Class</u>	<u>Name of boat</u>	<u>Regⁿ Nos.</u>	<u>Amount</u>
One Metre			\$.00
EC12			\$.00
AC15			\$.00
Other			\$.00
NZRYA Subscription			\$ 10.00
WRYC Subscription (Full member \$50 Superannuate \$40 Special, Country, Junior, \$20)			\$.00
TOTAL			\$.00

Please return this form with your cheque to:-

Noel Bradbury, 19 Avon St, Waterloo, Lower Hutt 5011

Alternatively: fill in the emailed form and pay by bank deposit to the WRYC's account **030502-0007114-00-50** Use your name as the reference. Your receipt number will be emailed back.

Buying and Selling New and Second-Hand RC Boats

A new radio-controlled boat has to be measured and registered – much like a new car. A hull number is provided by the NZ Radio Yachting Association, which stays with the boat for the duration of its natural life. Ownership papers are provided and the boat is now legal to enter club, interclub, national and international competitions.

As time passes boats are sold to new owners, who must have the change of ownership details updated by the NZRYA. Sometimes, after many years, the original ownership papers get lost. The procedure to sort out all the registration problems can be gleaned from the NZRYA's website

www.nzradioyachtingassociation.co.nz

Click on the 'Downloads' tab then find, among other things, the information required to sort out any of the above mentioned activities. The annual re-registration of our boats necessitates the need to have all boats and owners matching up. Roy Granich has a computer program that tracks all changes.

Sailing Programme for 2012

There are a few, barely noticeable, changes being incorporated into our sailing programme at the beginning of the 2012 calendar year. You will have seen the spreadsheet presentation in the centrefold of the July edition of MAINSHEET. These changes are being made to: **a)** Simplify our trophy awards schedule; **b)** To stimulate competition for our series events; and **c)** To create a culture of sailing excellence on all occasions.

The results of each day's racing will be published by David van der Plas, along with the cumulative leader board results of the series so far. David has been trialling the method for a while. Do you like it? We think the only difficult part of the change will be deciding which trophies to leave out. We will probably need to call in all trophies before December 31, or at least the ones that will be allocated early next year. The Committee will cogitate on this subject and publish the decision soon. All suggestions on streamlining the transition will be very welcome.

CLUB OFFICERS 2011 — 2012

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Tauranga Champs.

By Mark Guiney

Once again Lorraine and I loaded up the car, and on Friday morning pointed it north for the 500km trip to The Lakes for the 2011 Tauranga IOM champs.

After checking in, grabbing some food, and watching some rugby tournament on the telly I checked that all was okay for the Saturday morning start.

John and I arrived, got our usual park at the venue, and proceeded to rig up. 'A' rigs were the order of the day. And having a look around I was a bit embarrassed at the ratty look of my sails (note to self, talk to Alec about some new sails ... after we get back from holiday). My sails had quite good shape but it looked like most of the other boats had new rigs for the regatta. Mike had also arrived after driving through the night so that he could get there on time.

The briefing was held for the skippers but the wind was a bit iffy and blowing diagonally down the lake, which made the job of the Race Officer quite difficult. Courses were set that I don't think we will see again: figure 8s and crossovers, for example. The first few heats were only one lap, so if you stuffed something up there was very little that you could do to catch up, let alone pass anybody.

The wind remained fluky during the day and also variable in strength, but still 'A' rig. Racing finished about 4.15. We retired to the motel to get ready for the dinner that the Tauranga club had arranged, then back to the motel to watch the Aussies get beaten.

Sunday weather conditions were much the same, but the wind seemed to have settled down so the Race Officer was able to set good courses with a windward beat that was probably close to 200 metres long. Unfortunately the rain set in and seemed to get heavier as the day went on.

Continued P9

Racing was called off about 1pm. We had lunch and then the prize giving. All competitors got something but the most interest was on the hull and foils (value \$2000) that had been donated as the main spot prize.*

My results were unspectacular, as expected, considering the amount of sailing that I have done recently. But Michael and John had a better regatta than me and it was good to catch up with Nigel Walls after a few years.

Once again Tauranga organised a great weekend with 33 entries. I think that for anybody from the Club who is thinking of travelling to sail against different skippers then the Tauranga champs would be a great first choice.

*All the results are on the Tauranga Radio Yacht Club site.

<http://www.ohope.co.nz/iom/>

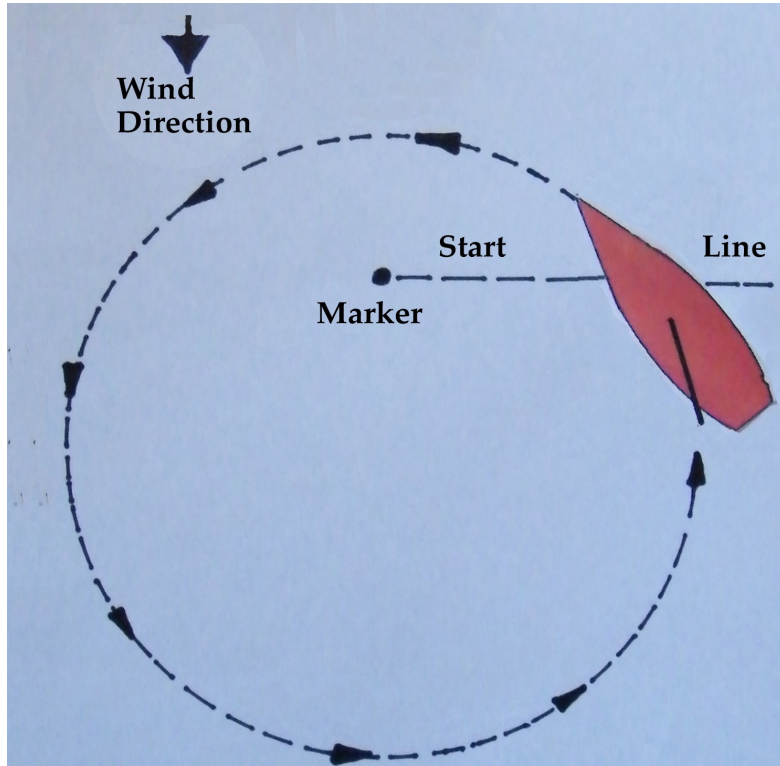
See Sept 17, 18 2011



Photos taken by Mark Guiney

RULE 20

If you cross the **Start Line** too soon before the start signal, you have to go back behind the line around the end markers and start again. While going back, you have to **keep clear** of all other boats that have started



Placing Stickyback

By John Owens

Silly as it sounds, this really works well when you are trying to position Stickyback precisely around hatch covers and any other openings you might want to waterproof. A few drops of dishwashing liquid in a quarter-cup of water. Wet the area the Stickyback is to go on with this solution using your finger. It acts a little like sizing for wallpaper and enables you to slide the Stickyback into the exact position you want. Leave to dry before launching.

The Basic Rules of Sailing

By Darrell Blewett

With the increase of boats on the water at some of the club's events it has become very obvious that a refresher course on the current **Rules of Racing** would be in order. It must be noted that the rules I have shown are not ALL the rules but merely the basics, upon which all other rules are based. There are plenty of publications available on this subject.

I intend to publish in the Mainsheet examples of the rules with explanations.

While bringing these basics together I made several promises to myself.

The first being, that I would make a concerted effort to bring myself *up-to-date* with the rules as they stand at the moment as I hope you all will!

The second is to state that I am NOT, by any means, an expert on the rules; neither do I intend to be!

These rules should only be thought of AS A BEGINNING

IF YOU ARE FOULED

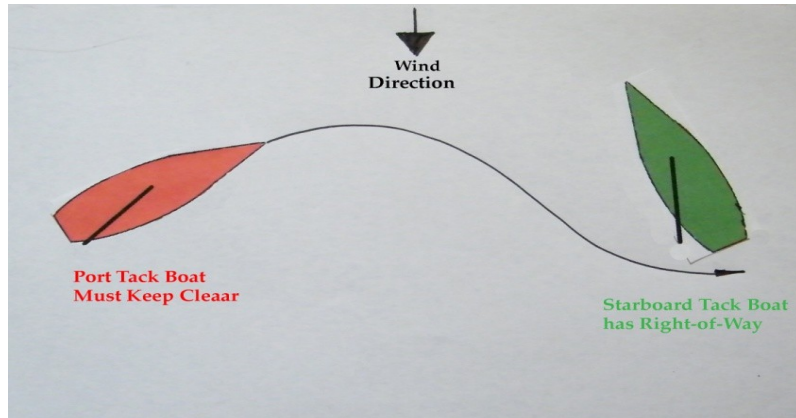
- 1/ Your boat must not make contact with another boat.
- 2/ Hail the words PROTEST and quote the other boat's sail number.
- 3/ If a penalty is NOT forthcoming from the other boat, notify the RO at the completion of the race.

IF YOU FOUL ANOTHER BOAT

- 1/ Your boat must not make contact with another boat.
- 2/ If you believe you fouled another boat, get clear of all other boats and take a penalty turn.
- 3/ If you do not think there was a foul, continue sailing with the understanding that you *may* be under protest.

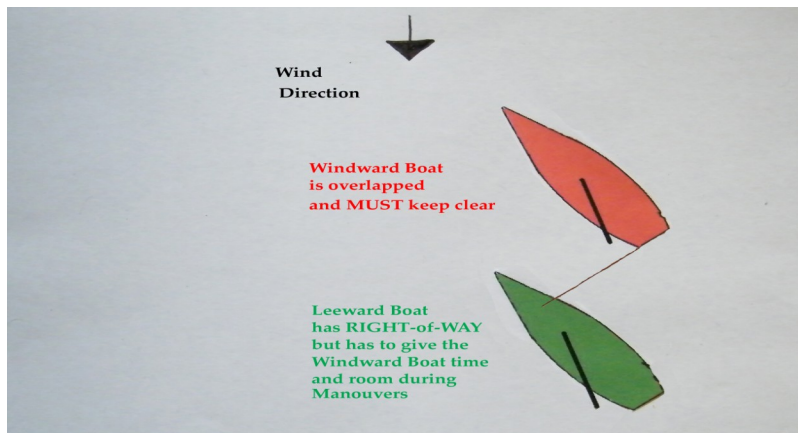
RULE 10

When boats approach each other on **opposite tacks**, the boat on *port tack* shall keep clear of the boat on *starboard tack*. If your boom is on the starboard (right side) you are on port tack; if it's on the port (left side), you are on starboard tack.



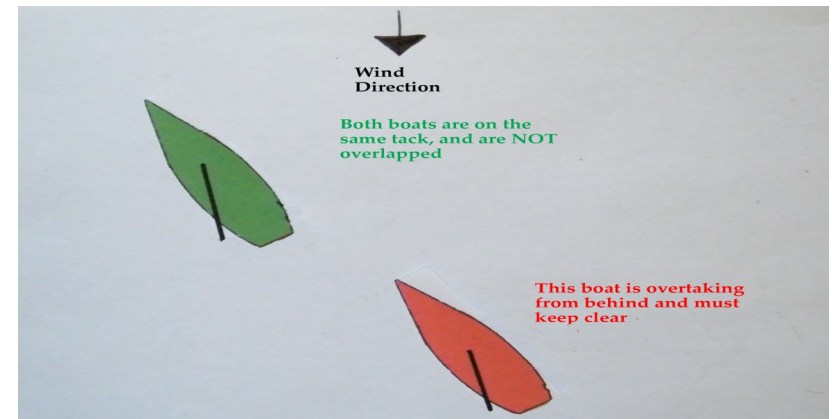
RULE 11

When boats are the **same tack** and *overlap* each other, the *windward* boat shall keep clear of the *leeward* boat. (If your boom is on the side next to other boat, you are the windward boat).



RULE 12

When boats are on the **same tack** and don't overlap each other, the boat that is overtaking from behind shall keep clear of the boat running clear ahead. It must change course to avoid running into the rear of the other boat. If the boat from behind continues to overtake the other boat and they come overlapped THEN the windward-leeward rule comes into effect, and the *windward* boat must keep clear of the *leeward* boat.



RULE 18

When a boat reaches the *four length zone* from a mark, it must give boats that are overlapped inside it *room* to round or pass the mark. The outer edge of this zone is four boat lengths from the mark. This rule is switched off at the starting line and between boats on **opposite tacks** at the windward mark.

