

Radio Waves



INSIDE 2016 Nationals Reports
Sail Trim for RC Yachts
Beginning of Model Yachting in WA
Eddie Kennedy Memorial Regatta
George Middleton Trophy Winner

Official newsletter of the AUSTRALIAN RADIO YACHTING ASSOCIATION (Inc)
www.arya.asn.au

Radio Waves

Official Newsletter of the Australian Radio Yachting Association (Inc)

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Allow for time zone differences and Daylight
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Well, they have come and gone again. The 2016 ARYA Nationals were held in Adelaide, and by all accounts, other than some jelly fish, a great time had by all.

As usual, the ARYA AGM was held at the nationals, and the entire committee were re-elected unopposed. This is great to see, as it keeps stability in the organisation, and allows some of the current ideas to move to completion.

Lots of articles on lots of topics are always good to get, as they make interesting reading for the members.

By the time you get this edition, I will be somewhere in USA. Grabbing the ARYA corporate jet off Sean and spending a month in the states (in Los Angeles, Sacramento & New York) with my wife, Sue. No sailing, purely pleasure.

So, as I am a bit pushed for time (10:45pm already and fly out at 9am) this magazine may not be up to my usual standard :-). There will be gaps and mistakes... a bit like my sailing some would say!!!



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CONTENTS

| | |
|---------------------------------|----|
| ARYA Contacts | 2 |
| Editorial | 3 |
| State Affiliates | 4 |
| From the President | 6 |
| From the Secretary | 7 |
| Ten Rater Nats Report | 11 |
| Boat Transfers | 13 |
| A Class Nats Report | 14 |
| Sail Trim for RC Yachts | 17 |
| Beginning of model yachts in WA | 26 |
| Lake Kimberely Phycologist | 30 |
| Eddie Kennedy Memorial Regatta | 33 |
| 2015/16Tas RG65/DF65 Summer | 35 |
| George Middleton Trophy Winner | 38 |
| Class Corner | |
| MarbleHeads | 46 |
| One Metre | 48 |
| Ten Rater | 49 |
| RG65 | 53 |
| A Class | 56 |

ADVERTISING

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There will be a minimum of 3 issues of Radio Waves produced each year.

SUBSCRIPTIONS

Radio Waves is supplied to affiliated members of the ARYA and distributed through Member State Councils and Clubs.

PICTURES

Cover: Winners are grinners

A Class Prizewinners (from left to right): Roger Paul (Third), Glenn Dawson (First), Brett Osborn (ARCYRC), and Brian Dill (Second).

On Another Tack....

The Thirsty Sailor.

A thirsty sailor runs from his boat to the nearest bar and shouts to the bartender, "*Give me twenty shots of your best scotch, quick!*"

The bartender pours out the shots, and the sailor drinks them as fast as he can.

The bartender is very impressed and exclaims, "*Wow. I never saw anybody drink that fast.*"

The sailor replies, "*Well, you'd drink that fast too, if you had what I have.*"

The bartender says, "*Oh my God! What is it? What do you have ?*"

"Fifty cents !"

From The President

J*ellyfish*
noun

- a free-swimming marine coelenterate with a jelly-like bell- or saucer-shaped body that is typically transparent and has stinging tentacles around the edge.
- a sticking like object attracted to boat keels creating a significant slowing effect of the boat resulting in numerous position changes in a race
- a fantastic excuse for a skippers poor sailing performance



Finally it's all over for another year with the **South Australian association** putting on an excellent national regatta for **IOM, 10R & M's** at **Harts Mill** and the **A's** at **West Lakes**. As always the sailing was at the highest level and we thank all of the volunteers who made it possible. Congratulations go to our winners of each class.

Glenn Dawson (WA) A Class National Champion

Scott Condie (NSW) 10R National Champion

Lincoln McDowell (VIC) Marblehead National Champion

Scott Mitchell (SA) IOM National Champion

Congratulations also go to **Ben Morris (SA)** being awarded the **George Middleton trophy** for his efforts in promotion and support of radio sailing in SA.

The **ARYA Annual General Meeting** was also held during the IOM regatta and I am pleased to announce that the ARYA Executive Com-

mittee were all reappointed for another term with no changes to the structure. A special vote of thanks was also made to **Rosco Bennett** (Secretary) on his service to the association over the last year, **Rosco** invests a significant amount of time in support of the ARYA and I also thank **Rosco** personally for his support.

Thank you to all of you who made it to Adelaide to support the national events, I look forward to seeing you all again in the near future.

Until next time.....

Sean Wallis

From The Secretary

Since the last **Radio Waves**, we have been busy on a few fronts. The **International Radio**



Sailing Association (IRSA) has taken a lot of our time. We have nominated **Selwyn Holland** for the secretary position and **Glenn Dawson** for the Oceania reps position. We also nominated **Graham Bantock** for the Technical committee chairman position. There has also been a motion from Britain to change the terms and number of IRSA meetings. Germany has proposed an amendment and after discussion, Australia has seconded the amendment. The final voting on these positions has not occurred at the time of print.

There has also been plenty of discussion re the proposed IRSA changes to **10R**, **A Class** and **Marblehead** class rules. This discussion has been lively and at this stage, most seem to be against some of the

fundamental changes. The hottest issue is the allowing of multiple certificated in the Ten Rater class.

ARYA has three ranking periods open at the moment. And one has recently closed. **Lindsay Walker** will be representing Australia at the **2016 IOM European Championships** in Vitoria, Spain in June. We all wish him fair winds for the regatta.

We have six skippers nominated for the **Marblehead worlds** in Italy in September and eight skippers nominated for the **Ten Rater worlds** also in Italy in Oct. We still don't know how many positions we will be assigned so good luck to all of those skippers for the Australian championships in Adelaide. We will also give all states as much notice as possible of the closing dates of expressions of interest as soon as a

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definitive regatta timeline is released by the organisers. Best advice is that if you want to go, get your expressions of interest in ASAP.

The **2017 IOM World championships** will be held in France in May 2017. We already have seven expressions of interest for this regatta. There is still plenty of time for all skippers to be added to that list. As per the ranking rules, the **2015 IOM National Championships** in Adelaide will be the national regatta that counts for ranking points towards this regatta.

By the time this newsletter is circulated your new committee will have been elected. At this stage, we don't seem to be attracting new faces and with that new ideas to the committee. All skippers should think about putting their hand up to take on a role inside the association. It can be a rewarding exercise. I would like to take this oppor-



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tunity to thank the outgoing committee for their help and dedication to their roles. It has been a busy year. I would also like to thank the class co-ordinators for their efforts this year. We have three of them hoping to retire at the AGM, but as this meeting hasn't been held at the time of writing, I better not name them.

See you on the water

Rosco

Ten Rater Nationals

The [Adelaide Radio Controlled Yacht Racing Club](#) hosted the 2016 ARYA National Championship for the thoroughbred Ten Rater class at **Harts Mill** in Port Adelaide. The venue was both interesting and challenging. It was an old mill which previously processed wheat into flour, and transported it around by ship. The wharf level is about 3 meters above the water level making visibility really good. What made the venue more challenging was that there was a rather strong tide running for most of the day, along with numerous jellyfish in the water which had a tendency to stick to fins!

Add to that, the quite fickle wind that could either blow from the left or right side, and it made for an interesting scenario. As they say...it is the same for everyone.

When we arrived, there was little breeze and **PRO John Johnson** found that the wind was shifting too far to set a fair course. At times the shifts were up to 45 degrees, resulting in a delay before racing could commence.

As is now tradition in the Ten Rater class, there was an Invitation race, which is held in remembrance of NSW member **Ian Hayden**, whose short association with radio sailing was packed full of enthusiasm. **Ian** helped the NSW Association enormously, and unfortunately passed on the final day of the Ten Rater Championships in Melbourne in 2014. Fittingly, the race was won by NSW skipper and **ARYA Vice President, Gary Bromley**.

Once racing got underway in earnest, **Andrew Reid** from Victoria took off in a hurry, winning the first two heats with his well prepared **Dia-**

mond. Lincoln McDowell quickly established himself as a major threat to the title, with some wonderful, skillful sailing, occasionally coming from behind to take out unexpected wins. Lincoln's **Blade** was flying downwind, and holding the **Diamonds** upwind.

Most boats carried their A rigs until just after lunch, when there was a flurry to change down to a lower rig. Those who changed to a B rig, found themselves slightly underpowered, whereas those who were able to put up a B+ rig were right on the money. The wind held until later in the afternoon, when a few skippers went back to their A rigs.

After 16 very long races on Day 1, **Lincoln** held a 9 point lead over **Scott Condie**, sailing the BG designed **Trance**. **Rosco Bennett** from WA was a further 9 points behind, and to complete the symmetry, **Glenn Dawson** (WA) was 9 more behind **Rosco**.

The forecast for Day 2 was almost a carbon copy of Day 1. The breeze seemed to come in a bit earlier than the previous day, and was fresher. Unfortunately, there were a few incidents which resulted in some retirements. **Gary Bromley's** boat was severely damaged in an unfortunate accident when skippers were walking back up the ramp after launching. There was a hole punched in the hull and it filled with water quickly. Also, **Roger Paul's** boat had a fin bolt pull right through the hull, sending the fin and bulb straight to the bottom of the Port River.

Other skippers experienced damage, and half a dozen or so finished up sitting out the last few races of the day. Out the front of the fleet, **Scott Condie** had gotten his **Trance** flying, and rapidly chased down **Lincoln**. He established a significant lead by the end of day 2 and prepared to defend his lead for the final day. Thirty races had been

Boat Transfers

ARYA now accepts payment by **PayPal** for boat registrations and transfers. Credit cards can also be used with **PayPal**.

It is **VERY** important that the right procedures are followed in the transfer of boat ownership, otherwise there may be a significant delay in the issue of a new certificate.

Full details for payment are available on the ARYA website at www.arya.asn.au under **INFORMATION FOR MEMEBRS**

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pic - Loredana Cook's 'Mermaid' RG-65

completed by this stage, but the forecast for the morning was for very light winds.

The last day was just as forecast. A gentle south easterly to south westerly wafted across the river. The final three places really didn't change across the day. **Rosco Bennett** couldn't catch **Lincoln**, and **Lincoln** had difficulty catching **Scott**. Just behind the podium finishers, **Andrew Reid**, **Glenn Dawson** and **Owen Jarvis** were fighting over positions 4,5 and 6. At the end, **Glenn** held out **Andrew** with **Owen** finishing 6th.

Many thanks to **Johnno Johnson** and his team for volunteering his time and efforts to run a very good regatta. Congratulations to all the competitors for their gentlemanly sailing.

The Spy

A Class Nationals

The **2016 ARYA National Championship** for the **A Class** was held at **Tiranna Way West Lakes** in Adelaide, on February 8 and 9 2016. A small but competitive fleet gathered to race for the title. The [South Australian Radio Yacht Club](#) were the hosts for the regatta, led by **PRO Ian Dowsett**, and ably assisted by most of the members of the club.

Day One started off bright and breezy..... well not too breezy. It was a glorious day for sailing. Unfortunately for Ian, the wind was blowing from the East. *"It never blows from that direction"* all the locals called. How often do you hear that when you get to a regatta. Easterly winds at West Lakes are directly offshore, making setting a course almost impossible. We waited an hour or so, and gradually the wind

veered enough to the south for a course to be set and racing to commence. Straight out of the blocks, **Brian Dill** took off and notched up two heat wins.

After another short delay, the course was reset to a more southerly wind. The courses were nice and long, but fortunately by now, the wind was more parallel to the shore, so the marks were not too far away from the bank. At lunch on Day 1, **Brian** held a 1 point lead from **Glenn Dawson**, with **Roger Paul** not too far away.

The wind strength suited the **Swords**, building towards the top of A rig. There were also quite a few gusts, which made sailing challenging.

As the breeze freshened, both **Denton Roberts** with his **Sword**, and **Mark Shepherd**, with his **Sidewinder**, came into calculations, with some good finishes. The **Sidewinder** in particular enjoyed the fresher wind.

After 14 races on Day 1, **Glenn** had established a slender lead from **Brian** with **Roger Paul**, and his **Venom** still in striking distance.

The next day started off with a beautiful south south easterly wind of about 8 knots. The gusts disappeared and the breeze was really steady. The direction allowed the course to be quite long, which was terrific for the A Class yachts. If a skipper fell behind, there were opportunities to catch up, and plenty of time for the leaders to make mistakes. Races took about 12 to 14 minutes, which was ideal.

Alan Gold and **Tim Arland** battled hard with their **Venoms** all day. They hadn't done a lot of A Class racing, but with assistance from other competitors, especially **Roger Paul**, both boats improved greatly over the course of the event. On Day 2, **Denton Roberts** came out firing and won 5 heats on the day. His **Sword** was in the groove and really flying upwind and down.

The camaraderie amongst the skippers was rewarding to experience. There were relatively few incidents despite the racing being very close.

By the completion of the second day, the race management team had completed 28 races, and the **National Champion** for 2016 was decided. Congratulations to **Glenn Dawson** from Western Australia for winning the event with 38 points, from NSW's **Brian Dill** on 53 points. Completing the podium was WA's **Roger Paul** on 64 points.

Of the 7 skippers, 5 managed to win at least one heat. Consistency is still the name of the game however, as **Glenn** managed to discard 3 third places and a fourth.

The competitors gathered at the presentation dinner and a large vote of thanks to the organizing club was applauded. **Ian Dowsett** did a wonderful job keeping the racing moving at a good pace. **Trevor Jeffery** did the scoring and a range of helpers assisted. Without wishing to miss anyone out, the whole SA club all worked hard to ensure the regatta went smoothly.

Competitors left the event, looking forward the next Nats, which will be held in NSW.

The Spy

Sail Trim for RC Yachts

Why do skippers always seem to be adjusting their sails between races? Whereas most of us average sailors are simply trying to find the best sail settings, the top skippers are actually trimming the sails for changing conditions.

What is sail trim?

Sail trim is setting up the sails to be their most efficient for the prevailing conditions and is done by using some or all of the following variables: mast position, mast rake, mast bend, main and jib leech twist, vang, mast ram, main and jib luff tension, boom offset, jib stay sag, foot tension of both main and jib.

For some classes of RC yacht it is very difficult to achieve the ideal setting for some of the variables given below due to class rules and the way in which the variables are adjusted on the boat.

Trim Variables

Mast Position

The mast can be moved but is usually left in the same position once the desired helm is achieved.

Mast Rake

The mast can be raked back to provide weather helm in extremely light conditions, or slightly forwards to reduce excessive weather helm in stronger conditions. Forward rake is generally not used if the mast can be moved forward. The rake is achieved by adjusting the length of the forestay with a bowsie, or by repositioning a hook on the mast. Other variables such as back stay etc will need to be adjusted to suit.

Mast Bend

Using the backstay and the ram together allows control of the mast

bend, and positions the bend in the mast to suit the sail shape required. Tightening or loosening the side stays controls sideways bend.

Sail Leech Twist

In light, steady wind in flat water the leeches of both sails need very little twist but twist must be induced in drifting and heavier winds and in waves.

Vang

The vang is used primarily to set up the main leech tension for the run, and is normally set before the mast ram which is used to set the mainsail twist for the work. A good starting point is to have the top batten at right angles to the centre line of the boat when the boom is fully out.

Ram

The ram is used to tension or twist off the main leech to suit the prevailing conditions, and to allow more or less mast bend down low in conjunction with the backstay. Lower or baby stays are used in some classes of yacht.

Luff Tension

This helps position the draft of the sail. Increasing tension helps move the draft forward.

Boom Offset

The angle of offset of the booms from the boat centre line is used to balance the boat. In drifting conditions and strong winds the booms are set more to leeward.

Jib Stay Sag

This is difficult to adjust separately from other changes in RC yachts as it is a product of backstay tension, and in IOMs, mast pre-bend. Unless a separate forestay is used a tight forestay is generally accepted. In full-size yachts it is an important aspect of sail trim.

Foot Tension

Foot tension is used to make the bottom of the sail flatter or fuller. Flat for drifters and stronger winds, eased for other winds.

Mast bend is the major adjustment when there is an increase in wind speed without increase in waves. The flatter the water, the more mast bend can be employed. As waves increase, less mast bend and more sail twist should be used. Optimal mast bend is reached when the draft in the upper third of the mainsail is at 50% of the chord.

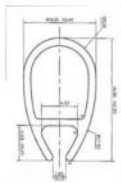
It should be noted that the type of sail material determines the extent of repositioning of draft in a sail. A softer material such as Code 0 dinghy cloth can have its shape forced more than a rigid material such as mylar drafting film and so the shape built in by the sail maker greatly determines the sailing shape. This means that we generally

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have to accept a compromise in the position of the draft in both sails, or have a number of sails to suit the conditions.

How do we actually set up the sails on an RC yacht?

'A' Class

Masts are mostly carbon fibre, tapered, untapered, or assembled from tubes therefore no pre-bending is possible. The jibstay tension is obtained by a combination of backstay and mast ram and sufficient luff curve has to be built in to the mainsails to allow for bending the mast to obtain jib stay tension.

Jibstay tension is not as great as you might expect, so an allowance for jib stay sag has to be made when cutting the luff of the jib. However, it is possible to induce some jib stay sag in very light winds by easing both the backstay and ram. This also has the effect of flattening the lower part of the mainsail. Sail trim is particularly important with the 'A' class yacht as the short fin means that the yacht has less righting moment than classes such as the 'M' or R10R with their much longer fins, and poor sail trim effects heeling and leeway.

In light, steady winds the leeches can be set up slightly closed, but in waves and all other wind strengths the leeches should be progressively opened.

Setting Sails to The Wind Strength for the 'A' Class (but works for other classes)

Note that these wind speeds are a guide only and will vary for different designs eg. **Privateer** (17 kg) and **Gunboat** (12 kg).

Very Light Winds (0 - 2 k)

Tighten the backstay to prebend the mast and ease the ram to loosen the jib stay and flatten the lower third of the mainsail. The top of the main should have its fullness at about 50% of the chord if possible.

There should be a twist of about 8 degrees or more between the top and bottom battens (or panels). Both main and jib luff tensions should be loose. The foot of both main and jib can be flattened somewhat. If there are waves, more fullness is needed in both sails to drive the boat through the waves. In very light winds, both sails *must* have twist in them. Both booms should be slightly off centre to both open the slot and to prevent trying to point too high.

Light Winds (2 - 8 k)

Use the vang to first set the desired twist in the mainsail on a run. Ease the backstay and adjust ram (to straighten bottom section of mast) to tighten jib stay and remove twist from main leech. Ease jib leech topping lift to remove some twist from the jib. Ease the foot of both sails to make the bottom third fuller, and move both booms slightly closer to the centre of the boat. Apply some tension to the luff of both sails. The amount of twist in the main can be from 0 - 4 degrees depending on the helm desired. Both main and jib should be full with the maximum fullness further forward if it is possible to do this.

Medium Winds (8 - 12 k)

This is the designed wind range for best boat performance and so the boat should be set up for maximum speed. The boat should not be overpowered, and can be set up to both point and provide best speed. Settings are similar to light winds, with the leeches being eased if the wind is gusty or heeling the boat too much or waves are present.

Strong Winds for #1 Rig (12 - 15k)

This is at the upper range for #1 rig and the boat will heel excessively so steps must be taken to keep the boat upright. The booms are



IOM World Champions
2007 2009 2011 2013 2015

Marblehead World Champions
2012 2014

IOM European Champions
2012 2014



Handy Links

2016 ARYA Nationals in South Australia

http://www.thepat.saradioyachting.org.au/Content/2016_ARYA_Nationals.html

American Model Yachting Assc Hints Page

<http://www.theamya.org/hints/>

Sail making for model yachts

<http://www.stirling.saradioyachting.org.au/sailmaking.htm>

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eased off centre, the leeches are twisted by a combination of backstay tension and ram loosening (which also slightly eases the jib stay). In gusts it is best to ease the winch slightly and keep the boat driving rather than rounding up. Some lighter designs such as the Gunboat may need to reduce sail area at this point.

Above 15 k

The 'A' class allows the sails to be used in any combination. Change to #2 rig, or use a combination of #1 jib and #2 main to better balance the boat, depending on the design. When changing to a smaller rig in the bottom of its wind range, it should be noted that the boat is not overpowered and so the sails should be trimmed for maximum power ie full sails, straight mast, tight jib luff etc.

At the top of the wind range for each rig, the sails need to be trimmed for balance and heel as for the #1 rig ie flatter sails, more twist. Often a combination of sails from different rigs will set a boat up better and retain boat speed with reduced leeway

Sailing in Waves

When waves are present, the sails must be twisted to allow the boat to drive more readily through them to windward. This is true for all classes of RC yacht. On a reach, the waves will move the boat to leeward so sailing a course slightly above the rhumb line will both allow for this and also deter other boats from trying to overtake to windward. On a run, the waves should be employed to induce the boat to plane and this is done by heading up slightly on the back of a wave, and then bearing off as the boat begins to plane down the wave face. The sails need to be continually adjusted with the winch to keep speed up because the apparent wind is brought forward with the speed increase of the boat. This means that the course to the bottom mark is not a straight line but a zig-zag, obviously taking into account the proximity of other boats. This is a point of sailing where a great

amount of ground can be gained by good exponents of this technique. It is important to set the correct amount of twist in the main for the run with the vang, to ensure that not too much wind is spilled when the boom is fully out. This generally means that the top batten is approximately at right angles to the centre line of the hull but you will need to see what other skippers in your class are doing.

Sail Fullness

The greater the draft of the sail, the less efficient the sail is to windward. Draft depends on:

the draft built into the sail

foot tension

mast bend

jib stay sag

twist

A full leading edge is needed in waves, dirty air and gust response. A flat leading edge (draft aft) is appropriate for pointing in flat water. (Note: a main sail can be set up to increase fullness off the wind by having the gooseneck pivot point a distance behind the mast so that as the boom goes out the fullness will increase due to the shortening of the distance of the clew from the mast).

Pointing

When to Point

Point up in moderate air (4 - 14 k) and smooth water.

When NOT to Point

Very light winds (0 - 4 k)

Waves

Heavy air (14 + k)

Strong gusts (ease winch one or two clicks and drive off slightly) - the tendency of most skippers is to point up in gusts but the distance made good more than makes up for the distance lost to windward unless needed to round a mark.

Summary

Drifters/very light winds

- * unable to get to boat speed
- * point off
- * bend mast
- * twist main
- * ease vang
- * slightly tension outhaul
- * ease luff tension
- * main boom slightly out
- * increase jib stay sag (loosen jib stay)
- * twist jib
- * ease jib luff
- * jib boom slightly out

To make boat point

- * boat should be up to speed with very little leeway
- * point up
- * increase mast bend
- * reduce or no main twist
- * flatten main sail
- * vang tension set for run
- * tension outhaul

- * tension luff
- * main boom on centre
- * reduce jib sag (tighten jib stay)
- * reduce jib twist
- * ease jib luff
- * jib boom in

To Control boat in strong wind

- * more wind than boat needs so trying to keep speed and prevent leeway
- * don't try to point too high, ease winch and head down in gusts
- * increase mast bend
- * increase main twist
- * vang tension set for run
- * tension outhaul
- * tension luff
- * sheet main boom more to leeward
- * increase jib stay sag (the strong wind may do it for you)
- * increase jib twist
- * tension jib luff
- * jib boom out slightly
- *

Brian Dill

The beginnings of Model Yachting in WA

This article originally appeared in "*Radio Waves*" in June 2004. It is re-produced here to record some of the early history of our sport in Western Australia.

In late 1969, the then President and Secretary of the **WA MODEL**

BOAT CLUB, **Hugh Currell** and **Alan Endicott**, decided to build two **Marblehead** racing yachts to the “**Bewitched**” design. The models were to be radio controlled using rudder only. Construction commenced in early 1970, and shortly afterwards, Bill Harris commenced to build a **Marblehead** of his own design.

A fourth early **Marblehead** arose from a semi-scale yacht owned by **Mac Richards**. The boat was modified to comply with the rating rules. These four pioneers commenced match racing on **Jackadder Lake** by late 1970.

The popularity of this new to WA sport grew and the formation of the **Stirling Model Yacht Club** came about. From this membership, a breakaway group comprising **Gary Davies**, **Simon Braine**, **Tom Jackson**, **Bryce** and **George Ulrich** decided to form the **Perth Model Yacht Club**, which would also operate at **Jackadder Lake**, but on Saturdays, whereas **Stirling Model Yacht Club** operated on alternate Sunday afternoons.

The Stirling Club continued to sail **Marblehead** yachts. The founders of **Perth Model Yacht Club** decided to import some English hulls for **Marblehead** and **Ten Rater** classes. This resulted in the **Moonraker** RM, and three Ten Rater hulls named the “**Pacemaker**”, “**Stroller**” and “**Cracker**” being introduced. From these hulls, moulds were flopped and the Club sold bare hulls in GRP for \$20.

The club also produced aluminum moulds for the lead bulbs, from which members could pour 2 halves of a bulb. The fins were shaped from plywood and generally fixed into the hulls. Deck frame inwales were fairly substantial and the decking was normally 1mm ply. The mast section and booms were obtained from **Alcan** .

Rigging wire was plastic coated stainless steel strand wire and the sails were either imported **Nylet** from England or **Black** sails from America. Some skippers produced their own single panel sails.

My own introduction to radio controlled sailing was shortly after the formation of **Perth Model Yacht Club**, which from the records, ap-

pears to have been on July 1 1974.

Both Stirling and Perth clubs continued to grow in strength with the accent being on **Marbleheads** at Stirling and **Ten Raters** at Perth. It was indeed unfortunate that the Stirling club ceased to operate resulting in the loss of some outstanding skippers – **Peter Kovesi** and **Bill Harris** to name two.

In the early days, winches were rather heavy, and were operated by a heavy battery. Radios were simple two channel sets of either 27mHz or 29mHz. Fully paneled sails took over from the single panel shape in the search for better performance.

The design of the “**Stratus**” Ten Rater hulls further developed performance over that of the originally imported hulls.

The register of model yachts was under the control of the **West Australian Model Yacht Association**, but moved to the National Authority when WAMYA affiliated with the National Authority – the **Australian Model Yacht Association**, which in turn was affiliated with the **International Model Yacht Racing Union**.

Western Australian skippers gathered lots of experience and tips from attending National Championships in the Eastern States. Following the Nationals in Melbourne in 1981, **Ray Tilbrook** and I were so impressed with the performance of **Alan Fish’s “Jelly Baby”**, designed by **Keith Mitchell**, which took out the title, that we both ordered hulls there and then. **Ray** commenced as an agent for **Alan Fish’s “Custom Marine” Ten Rater** and **Marblehead** design – “**Scorpion**”. As a result, a large number of these hulls was introduced to WA clubs.

A third club, the **West Coast model Yacht Club** was formed and operated on the northern end of **Lake Monger**. This enhanced the sport considerably. Inter club competitions were commenced and the standard of model yachting continued to progress.

The first full National Championships held in WA were granted in 1982, which required us to have a fleet of **A Class** yachts, which had not been previously raced in WA. **Peter Kovesi** designed an “**Orca**”

and build two hulls that he and **Ray Tilbrook** raced. Whilst at the previous Nationals in Melbourne, I had studied the designs of **Adrian Brewer**, and chose to build the “**Hi-Ho**”, which I considered best suited our generally stronger wind conditions. (**Eric’s** boat “**Astro**” still races competitively in 2015!!!) Other designs, both local and imported have swelled the numbers of **A Class** boats racing in WA.

Mike Beilby and a group of south-of-the-river enthusiasts formed the fourth club in WA, the **Southern Districts Radio Yacht Club**, operating on **Bibra Lake**. This provided an even greater spread of the sport in WA. The club grew steadily and the designing and building ability of **Mike** and **Jim Bradshaw** produced an interesting output of yachts for the benefit of local skippers.

The interest in radio sailing spread to **Bunbury**, where a group formed the **South West Radio Yacht Sailors club**. This was the fifth club in the State, and it progressed to the stage of having a fleet of a high standard. Eventually, the West Coast club and the Perth Model Yacht club amalgamated to form the **Perth Radio Sailing Club**. This further strengthened radio sailing activities in the northern suburbs.

The developments permitted under various class rating rules has produced, and will no doubt, continue to produce increased performance of radio controlled yachts. Hull design, sail design, keel and rudder shapes, fittings and electronics all are constantly progressing. The materials available now for construction in all these areas is extensive and although some imported products can be quite expensive, there is still plenty of scope for the owner builder to do his own thing.

I find the challenge of producing a model yacht within a budget, to the degree of accuracy which you can set for yourself, and finally sailing the end product is indeed a fascinating and rewarding experience.

There is no doubt the degree of expertise in Australia currently in the model yachting areas of design, development, building and racing is well recognized by our overseas compatriots, and I can see no reason why this should not continue to improve over the years. This is especially so, given the contributions we can all make in some way to en-

courage others to participate and offer assistance where required.

Eric Fisher

THE LAKE KIMBERLEY PSYCHOLOGIST.

Listening to all the comments while racing at Banora Point each Monday can be quite enlightening. On reflection I thought it might be interesting to attempt to define the various eclectic groups that participate in our sport.

So here goes;

The Prima Donna - conceited, egotistical, over bearing, think they're a star. "Racing Rules - what the hell are those - they don't apply to me". Can be quite often seen walking away boat in hand mid race, throw gear in the car and driving away. They are never in the wrong - always someone else's fault. You're protesting me you must be dreaming" mentality. Continual comments about others for the whole race. Will argue the point until finally told to "sail your boat" though not necessarily that concise. Has no idea of the meaning of "a good sport". "Congratulations" to someone who just beat them - don't know the meaning of the word?

Grumpy Old Man - Everyone else is always wrong, never ever their fault, shout out comments with complete disregard to "The Racing Rules of Sailing". Will continue the discussion/complaining for the at least the next 2 legs of the course. Also quite content to carry on the penalty/infringement conversation after the race is finished. Maybe conversant with the basic 10 Rules/Commandments of Racing and nothing much more. Can occasionally be seen to throw their transmitter to the ground while having a hissy fit. Not really aware of the meaning of a "good Sport". Might congratulate someone who just beat them to the finish.

Partially Blind Grumpy Old Men - Just keep their heads down and sail

their boats. Hit/miss marks/boats and keep going until somebody calls them to account. If nobody calls they keep going. Starts near enough to their allocated start time as nobody else knows what its supposed to be anyway. Conversant with port and starboard some of the time and not much else from the "Racing Rules of Sailing". The 10 Rules/Commandments of Racing Rules - "never heard of them". Also known to take their boat out of the water put it on the ground sit in their chair fuming for the rest of the afternoon. Sort of a "good sport", might grudgingly compliment a fellow competitor who's just beaten them if their eyes are not playing up. Marks are too far away - crook eyes.

Not so Old Grumpy Old Men - Suffer from all of the above syndromes. Can be known to very very occasionally almost become physical if called on a rule that they don't agree with. Think they know every single rule in all 200 plus pages of "The Racing Rules of Sailing". Which once again they don't. Spend a good percentage of the day sailing everyone else's boat as well as their own. Have the ability to call penalties on boats at the complete opposite end of the course from themselves. At the same time as their boat veers into someone alongside of them due to inattention and still be able to argue about who's at fault.

Cruisey Dudes - Can sail all day and if they infringe they do a penalty turn in the blink of an eye totally clear of others without any comment other than an acknowledgment of the infringement and their sail number, can sail around the regular top mark group clusterf#*ks and still beat them to the next mar Rarely need to take their boats out of the water between races to tune for extra speed - they already have it. Have no need to involve themselves in everybody else arguments because they sail clean, fast and stay in clear air whenever possible. Fully understands the meaning of course management and uses it by continually looking up/down the course for the next shift, and planning the easiest/cleanest way to get to the next mark. Knows at

least 80% of the 200 odd pages of "Rules of Sailing". Reads a bit of the Rule Book at breakfast each race day. If they have a bad race they focus on the next one and always compliment those that have just beaten them. Have nothing but positive input to those around them. Don't stand around complaining about the last race while the countdown is happening for the next one.

SCHIZOPHRENIA An actual Mental disease which can unfortunately effect some people. Usually kept under control by Prescription Drugs. Unfortunately some people try to emulate this condition when something doesn't go their way and they go from Dr. Jekyll to Mr. Hyde to copy the worst attributes of the Above.

Okay so that's my take on our racing days, where do you think you fit in and most importantly where do you think that with a bit of concerted effort, you could make yourself become.

ANONYMOUS.

P.s. This little thesis is a product of "One of Us" current Skippers Sailing at Lake Kimberley.

If you can see any resemblance to the above let's try and improve our Lakeside Behaviour and our image to the Public and fellow Skippers.

2017 IOM World Championships

The 2017 IOM worlds have been awarded to **France** and the regatta is scheduled to be sailed May 13 – 20, 2017.

As the 2017 Australian Championships will be sailed in February 2017, that event will be outside the ranking qualifying window and ranking points for the regatta will not count towards positions for the 2017 IOM world championships.

The 2016 Australian IOM Championships sailed in Adelaide will be the ranking event that counts count towards the world championships.

If the dates change or the world championship time line or **Notice of Race** dictate a change to our ranking period, the states will be advised as soon as possible.

Expressions of interest from all Australian IOM skippers for the 2017 IOM world championships are now open. All that is necessary is an email to the ARYA secretary at secretary@arya.asn.au advising of your interest.

Ross Bennett

Eddie Kennedy Memorial Regatta

Sunday November 29 was the date for the third round of the **Eddie Kennedy Memorial Regatta** for 2015. The event was held at Patterson River. The forecast was for light south westerly winds all day. We turned up in the morning to find the wind blowing at about 5 knots, slightly offshore. The morning was brisk but fine.

Fifteen skippers started the day, and the fleet looked very competitive. Regular competitors were joined by a few new faces. The Officials for the day were **Frank Katers** as PRO, **Mike Pender** as his assistant and **Geoff Dawson** as the finish recorder. **Frank** set a long course, sailing 3 laps of a windward leeward course.

The first race of the day was an invitational, designed to give skippers a chance to shake out the nerves, and the officials to have a look at the course. Of course, the winner of the invitation race is not a sought after position, as it generally means that you won't have a good day! Despite this, there were a number of general recalls before the race got underway. The dubious honour of winning this race went to **Rob Novak**, sailing his **V8** with some nice new rigs on board.

After that, racing got underway in earnest. The wind veered towards the west early in the morning, making the closer side of the race track greatly favoured. There were some monster lifts to be had if you got in the right spot. **Craig Smith** took out the first race, **Kirwan Robb** the

second and **Glenn Dawson**, visiting from WA, took out the third. By lunch, the race committee had completed 7 races.

As the afternoon progressed, the wind gradually moved around to the south and increased in strength to about 8 or 10 knots. Frank did a good job of making course changes when the wind shifted, ensuring the races were fair. There were 6 different heat winners by the end of the day, after 18 heats. Racing concluded soon after 4.00pm.

Andrew Reid had a slow start to the day, but came good in the last few races. There were a number of calls for him to be swabbed, as he really took off late in the day. **Scott Fleming** sailed very consistently, showing good speed and decision making. He will be one to watch in the near future. Mario had some races in which he finished in the top three. When he got going, he was very hard to catch indeed.

Rob Novak demonstrated the curse of the invitational race, by struggling with his new rigs all day. **Andy** and **Rob** had plenty on their hands getting the rigs right. **Dave Thomas** and **Steve Early** had their moments during the day. It was great to see **Terry Rowe** and **Jeff Thorne** persevere throughout the day. Participating in events like this serves to improve the skills of sailing in fleets as well as helping improve boat speed and it is certain they will be better for the experience. Well done for hanging in there guys.

Unfortunately both **Chris Ryan** and **Ian Jemmeson** ran into some problems with their boats and were forced to finish their regattas early.

In the end, the regatta was won by Western Australia's **Glenn Dawson**, sailing Geoff's V8, notching up 5 heat wins. **Kirwan Robb** took out 4 heat wins, and finished up 8 points adrift of **Glenn**. The podium was rounded out by **Patrick Parisienne**, won took just one heat win but sailed very consistently. Other heat winners were **Rodney Mueller** (3), who came 4th overall, **Craig Smith** (3) 5th overall, and **Andy Reid** (2). At the presentation, all skippers thanked **Frank**, **Mike** and **Geoff** for giving up their time so that we could all sail. Thanks also to the **Patterson Lakes club** for hosting the event, **Mario** for doing the scor-

ing and **Tony Smith** for arranging the lunches. All in all, a good day's sailing with pretty good behaviour, hard but fair racing and good company.

Glenn Dawson

2015/16 Tasmanian RG65/DF65 Summer Series

The second annual **RG65/DF65 Summer Series** has concluded for this summer. It was held over four days in both the north and south of the state. The first weekend, 31st October and 1st November had the event travel first to **Risdon Brook Dam**, north of Hobart, and Port Cygnet Yacht Club, 45 minutes south of Hobart. We had 10 competitors on each of the competition days.

Firstly, at Risdon Brook, we were met with very light conditions, with wind in the general 360 degree range, which made setting a course rather difficult. In the end, two were used, more for the light general wind and then the very light wind. 12 races were completed on the day, with results very close and mixed, with 7 of the 10 sailors claiming a bullet. Chris Thomas (RG65) showed his class and consistency overall, claiming five wins and pulling out a nice early lead (16.9pts), with Ian Dickinson (DF65) 2nd overall (29.8pts), and Colin Tunn (DF65) very close behind in 3rd overall (31.6pts). DF65's in two of the top three spots and Maurice Jones rounding up 3rd spot in the DF65 class, not far behind on 43 points.

On our second day, we travelled to Port Cygnet Yacht Club, and racing started in very light conditions, almost to the point of abandoning racing until some breeze was found. We had an early lunch break and just as lunch was finished, a solid southerly came in, wreaking havoc on the yachts, with only four of the ten finishing the last two races. Chris Thomas, again showed his skill in the light conditions with an amazing ten wins, only being beaten over the line in the last two races with extremely difficult conditions for his swing rigged Goth, finishing the first weekend on an amazing 28.8pts from 25

starts. **Colin Tunn** (DF65) took out 2nd overall position on 59.2pts, with Kyle Stewart (RG65) moving up two spots with 65.4pts for third overall, narrowly beating Ian Dickinson (DF65) on 66.6pts. **Maurice Jones** (DF65) took out 3rd place for the DF class with 96pts. The points scores were taken for the overall RG65 and DF65 winner, concluding after the northern round. The weekend of 6th and 7th February was the Northern round to conclude the series. Due to the big dry spell, the initial location was changed to Winspears Dam, which provided excellent conditions for sailing over the two days.

14 competitors turned up for the first day, which made for some entertaining starts and hustle around the first few marks. One came from Sydney, which was extremely appreciated, adding the experience of an interstate sailor, Paul Martin, who has also competed recently internationally as well. 13 races were completed, and in the light conditions, the **Goths** of **Chris Thomas** and **Kyle Stewart** showed their dominance over the fleet sharing 11 wins from the 13 starts. The conclusion of Saturdays racing saw Kyle Stewart (RG65) take the overall lead on 18.1pts, with Chris Thomas (Rg65) very close behind on 23.3pts. Colin Tunn (DF65) was his usual high level consistent performer on the course in 3rd overall and 1st in DF65 Class on 33.7pts. Geoff Wiseman (DF65) was equally as consistent, close behind, 2nd in DF65 class on 39.3pts with Peter Harris in DF65 3rd place on 41.1pts. Just 7.1pts separating 1st and 3rd in the DF65 Class.

Day two at Winspears saw similar conditions initially, with the wind picking up a little towards the end of the day. Most yachts stayed on their A rigs, but some changed down to B rig. We had an extra skipper sail on the Sunday, bringing the fleet to 15 sailors. One of the highlights of the day was the appearance of a Copperhead Snake, which decided to sim along the dam, over the deck of one of the yachts in motion and along to the reeds on the other side of our control area. Suffice to say, not many ventured to that side of the control area afterwards. The biggest highlight was young Harry Whitbread, just 14 years old, taking out his first win in the DF65 class.

Overall, again, the Goths dominated the day, but the close racing amongst

the DF65's was fantastic to see. Kyle Stewart (RG65) showed a significant increase in consistency from the first weekend with 10 wins from 29 starts, finishing on 41pts. Chris Thomas (RG65) was not far behind, taking out 2nd overall with 11 bullets, finishing on 61.4pts. Third overall, and 1st in the DF Division was Geoff Wiseman (DF65) on 101.2pts, Colin Tunn 2nd in DF Class on 106.8pts and Peter Harris (DF65) rounding out third spot with 110pts.



Finishing the series, the Overall winner for the 2nd year running was Chris Thomas (90.2pts), followed by Kyle Stewart (106.4pts) and Colin Tunn (166pts). By class, The RG65 separated from DF65 was taken out by Chris Thomas (63.4pts), from Kyle Stewart (72.2) and Lindsay McColl (160.4). The DF65 Class was won for the 2nd year by Colin Tunn (98.4pts) from Ian Dickinson (126.6) and Maurice Jones (212.6).

On a parting note from this 2nd Annual Summer Series, I'd like to personally thank every competitor who took part in the series, all 20 of you. It is getting stronger, and I hope to see more numbers again in the third Summer Series, starting in November. Thanks also to Risdon Brook RYC for allowing day 1 to be staged at the dam, **Port Cygnet Yacht Club** for their warm and generous hospitality, and also **North West Radio Yacht Club** for their excellent organisation, facilities and enthusiasm towards the RG65/DF65 class. It is always a pleasure to sail up there. We thank our sponsors, firstly to **Radio Sailing Shop** for their 2nd year of support to the series. Thanks must also go to **Waine Whitbread**, for his assistance in securing the major sponsorship with **Hobby Warehouse**. It is truly appreciated and we look forward to continued support in the future. Both sponsors have supported us from the inception of the series, and without that support, the running of the event becomes much harder for everyone, so it is truly appreciated.

George Middleton Trophy Winner – Ben Morris

Ben has been nominated and was awarded the **George Middleton Trophy** for long term assistance/support to Radio Sailing in South Australia.

His nomination is based on his willingness to actively promote Radio Controlled Yachting in South Australia over many years.

He is a member of several clubs and occupies the following executive positions;

Stirling Marblehead Yacht Racing Club Inc. - Treasurer and Secretary

South Australian Radio Yachting Association Inc. - Treasurer

His willingness to assist with all aspects of Radio Sailing and his promotion of the sport is well known.

It was considered that his efforts are outstanding in support of the sport and in the amount of time that he spends promoting it and that

he would be a worthy recipient of the award.

Ben maintains the SARYA Inc. (as well as several Radio Sailing Club's) web sites within SA. His Technical Papers on Sail Making are world renown; often quoted on ARYA linked web sites..

He promoted/s the club at Goolwa which, while not a SARYA member club is still promoting Radio Sailing in the State.



Is sailing a radio controlled yacht hard for an experienced sailor?

Yes, the sailing principles are the same but there are huge and, for this ancient sailor, quite complex challenges in adapting from blue water racing or cruising in a 13m fractional racing sloop to managing a 1m radio controlled yacht.

At first, any yacht that does not offer its skipper essential creature comforts like, a proper loo, a frig, bunks, a table to eat from, fresh water and a decent stove must be considered suspect. And there is no life raft on-board either!

But, I hear you say, that is silly, since such a small yacht could only afford such facilities if all of its crew were Lilliputians straight from Gulliver's travels. My principle difficulty is that there are no crew to ask to do what must be done and none to blame if that which is done is the wrong thing.

Little things, like, if you want to sail to port, one simply swings the wheel that way and around the yacht goes (all other things being equal). In a RCY the skipper, standing on shore, hopefully in the shade, can only steer the yacht by remote control: using a system which seems deliberately to have been designed not to provide even the tiniest whisker of feedback to the hapless skipper who can only watch from on shore while the little devil goes in the opposite direction. After 40 years of sailing using a wheel this can be very off-putting.

When it comes to headsail trimming the hapless master has but one tiny lever that he pushes away from his body when he wants the sails (both mainsail and jib are attached to single winch) to be tweaked that is all he can do: he must ensure that the slot is going to be well

set when the little devil is rigged 'cos he cannot get to it on the lake or big pond where it is racing.

The biggest obstacles to happiness for a big boat skipper (alright, make that a skipper of a medium sized yacht) is the lack of any kind of reaching headsail and absolutely no spinnaker. Tweakers have gone, Barber haulers are gone, and sheets and braces are not used.

On the plus side the RCY cannot be reefed: they must have the appropriate rig (they are allowed three different rigs) an A, a B and a C. But the real plus is that a new mainsail and jib for the biggest rig (an A rig) cost about \$200 for the pair! The last time I brought a new Kevlar Mainsail for Overdraft was in 1985 and it cost 7,500 before GST.

One does, I admit, save a bundle in insurance premiums by having an RCY and mooring fees are nil, since it is disassembled and taken home. When it gets there you have to reassemble it all and remember how to charge the many different batteries it may have, and handle a charging regime designed by boffins for boffins only. We non tech persons just have to look at the instruction manual when terror can strike one instantly. In my case every bit of useful knowledge imparted to me just runs away like mercury on a glass table.

Crew issues cease to bother any rational RCY skipper because he is it: all of the tasks from assembling to battery charging to doing it all in reverse must be undertaken by the skipper. He ceases to care whether all or even some of his crew will show up for the race, as he is it.

There is generally no need for the RCY skipper to be a skilled night time sailor, since the absence of navigation lights and light in general militate against having racing of that kind; although I have heard of it being undertaken in Brisbane in the olden days back when men were men etc.

But RCY skippers also lack any instrumentation on their yachts concerning the performance of the sails they have set. Nothing tells him (except tell tales that are hard to see from 200m away) about his yachts performance. However, since most RCY's are sailing in classes the easiest thing to do is to just look at the competition (usually, in my case well out in front of me) and then try and emulate the sail settings (if you can see them).

RCY skippers can compete in, say, World championships anywhere they are held, by simply packing up their 1M yacht, its three rigs, spare bits, (including its keel, if they remember before they have flown out of Australia) and reassemble their rig in say France, Germany or even the UK or USA, exhume their yacht certification and pay the very modest entry fee, and go racing.

Much more bother is required for a more traditional skipper, who must charter if he is going to Europe, line up a crew, make sure they are the holders of valid passports, and go flying off to set foot, (in my case) in Cowes, pick up a 42ft yacht, figure out how it works and then go sailing on the lottery that (was, in 1981) the Solent, to compete in the Cowes races during the Cowes week (which in those far off days) included the Admiral's Cup races. Sure we chanced our arm in the round the buoy's farce. But first, because of the dreaded tidal flows in Cowes we had to run the yacht aground, very gently, to test the crucial instrument: the depth gauge (or echo sounder) and once we had marked it in the log, we would then check the actual depth and compare the difference, since sailing in the Solent was always a gamble with a 5k tide.

We did the Channel Race, from Cowes down the Solent around the Isle of Wight then across the busiest sea lanes in the world, in heavy

fog, naturally (we had a person sitting by the fog horn all the way across ready to blow it if we encountered ships) this was a very important role as we had no radar, GPS, SATNAV or linked instruments.

Long before one heard the ships foghorns you could hear and feel the thumping of heavy screws. In the middle of the English Channel, the system became two way, and we then had to keep the same lookout for ships coming down the Channel. Having rounded the buoy of the French coast, we staggered north and then had to recross the Channel back to the Dover outfall buoy.

There were many request of our navigator as to why RDF (Radio Direction Finding) Equipment seemed useless, and were told that all of the BBC stations about which we had details, were broadcasting a Test cricket match and were therefore completely useless for navigation. The Dover buoy was not so hard to find as it marked the sewage outlet from Dover into the English Channel.

The longer Cowes-Fastnet-Plymouth race (640nm) was much more interesting, unless you were the skipper. There were, that year, about 560 yachts starting over a period of several hours. When we finally got to our starting time, crossed the line and headed down the Solent again near Yarmouth and the coast of England we (well, I suppose that meant me) had to decide where to go as we were running at flank speed (9.5 knots) under full main and kite, with the average depth of water under our keel being about 6-12”.

No such terrors awaited the adventurous RCY skipper as the water was essentially the same in quality but a fair bit colder and the competition much fiercer. Since RCY skippers did not actually venture into the water themselves the temperature was not an issue as no one was throwing buckets of cold water all over them when they went

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through a wave.

As an adventurous skipper who has survived 10 Sydney to Hobart Yacht races, as a skipper, knows (or believes) that for every 100 nm he slogs away to windward the Roman gods of the wind and rain will eventually reward him with a long, very long, downhill slide. I was very fortunate to have just such a race.

We started in Moreton Bay under a port kite pole, headed north until we go to the top of Frazer Island, 200 nm, then gybed onto starboard pole and headed north on 005 degrees for another 1000nm, caught and cooked several fine very fresh fish and came to a stop in the centre of the Gizo Passage in the Solomon Islands. That has only ever happened once.

When age or infirmity catches you then if you are an experienced ocean walloper you can always turn your hand to the more genteel and refined area of radio controlled yachts. Once you master the things that still haunt me about rudder control, then you can really enjoy some great sailing on a silver pond.

The feeling you get as skipper when the yacht (of whatever kind you are sailing) gets into the groove going to windward remains as exciting as ever and when your yacht is sailing at hull speed on a reach the same sensations will involuntarily bubble to the surface and remind you of the good old days of yore.

Dayle Smith

dksmith@lyonsmith.net

2016 A Class National Titles

The 2016 A Class National Titles were held at **Tiranna Way, West Lakes**, and hosted by the SA Radio Yacht Club.

With **Jeff Green** a late withdrawal because of sickness, the fleet consisted of only 7 boats/skippers: 4 from WA (**Glenn Dawson, Roger Paul, Denton Roberts, and Mark Shepard**), one from NSW (**Brian Dill**), and 2 from SA (**Tim Arland and Alan Gold**).

The wind on the first day of the competition was particularly light and uncharacteristically (for the West Lakes course) from the south east. After 14 heats **Glenn** had established a healthy lead ahead of **Brian** and **Roger**.

On the second day the wind moved around to the south west, and it remained relatively steady for the whole day. **Glenn** maintained his lead to finish with 39 points, from **Brian** (53), and **Roger** (64), ahead of a late charge from **Denton** (68).

Three of the first 4 boats were Bantock-designed '**Swords**'. There were also 3 '**Venoms**' and one '**Sidewinder**' in the fleet.

Ian Dowsett was PRO for this event and, after some initial difficulties setting courses in varying wind conditions, was able to enjoy watching the remainder of the competition with other SARYC race officials

Frank Brookes

Class Corner

Marbleheads

The ARYA Nationals proved to be a resounding success with 23 competitors greeting the **PRO Greg Peake** and his support staff on the first day.

There were a number of designs with the newest launched on the day was **Scott Mitchell's, Brad Gibson's** design "Indie" that was quick out of the box and started the regatta with a seeding and first race wins, others showing good pace on the first day was **Lincoln McDowall, David Turton, Greg Torpy** and **Yoda** with a number of skippers at the pointy end with good results from a hot group in light to mid ranged A rigs.

Day two saw a number of boats experiencing mechanical or electrical issues and amount them was **Scott Mitchell**, the breeze gradually increased during the day with most skippers dropping down to B rigs, good performers under these conditions were **Jeff Byerley, Brett Osborn, Andrew Reid, Phil Page** and **Paul Littledyke**, the others were all amongst the top of A fleet with some of the top skippers down in B fleet and at times found it hard to get back to A, as the performance of the B fleet skippers was of a high quality, at the end of day two there were ten skippers vying for top spots.

Class Corner

Day three saw most start with A rigs and again the breeze freshened with most skippers moving to B rigs, racing really intensified as the top four skipper with only single figures between them, continuing up until the final race with the **Lincoln McDowall** in first place, **David Turton** in second and **Greg Torpy** in third, the final race result is shown on the ARYA website with some excellent photos.

For skippers looking for ranking points before the **RM Worlds** in Lake Gadia, Italy in September. 2016, there is an event to be held in Central Queensland on the weekend of 8th May 2016 for those interested, the NoR and Entry form are on the ARYA website, keep your eyes open for other State and Regional events to be listed on the ARYA website.

Australia have been allocated 2 places in the first round of places for the RM worlds with further places will become available as they proceed with rounds two and three, at the last Worlds in Holland, we had three places with a further place offered but not taken up, so we are looking forward to at least four places this year.

To all skippers who have indicated there expression of interest for the worlds, we can only hope that we receive as many places as possible, the updated RM ranking list will be posted on the ARYA website soon.

Lincoln McDowall and PA Yoda

Class Corner

One Metre

I've only just taken over the role of IOM Class Co-ordinator at the recent AGM in Adelaide. The previous IOM Class Co-ordinator, **Tim Brown**, has done a terrific job of keeping the class active, maintaining the ranking points and communicating through the Radio Waves magazine regularly. I'm about to learn whether there are any other tasks which the Class Co-ordinator needs to undertake.

On behalf of all IOM skippers in Australia, I'd like to pass on a big vote of thanks to Tim for all the work he has done over the past few years in the role. I'm certain that Tim has had plenty of support in the role from Elaine, so to the two of you – well done and thank you.

Upcoming news of interest for the class is the **2016 European Championships** to be held in Vitoria Spain from June 25 to July 1. Australia will be represented at the event once again by **Lindsay Walker**. I'm sure that Anne will also attend and make herself available to assist with the race management team. There is a website up and running - <http://iomec2016vitoria.com/>

I'd like to wish **Lindsay** and **Anne** all the best for a successful and enjoyable regatta.

Further into the future, **IOMICA** have received two applications to host the **2017 World Championships**. Submissions from Istanbul in Turkey and Pierrelatte from France have been received. A decision will be announced in the next few weeks.

By the time you read this, the results of the Australian **IOM Champi-**

Class Corner

onships will be known. It looks as though the fleet will contain some excellent skippers, with approximately 45 boats entered. Here's hoping the regatta is a really great exhibition of IOM racing in our country.

Apart from that, please let's all the IOM skippers around the country consider supporting the active calendar of IOM events and continue to build this terrific class.

Glenn Dawson

Ten Rater

Nationals, SA 2016

Congratulations to **Scott Condie** on a great win at the 10R Nationals. Great venue, very strong competition.

1st Scott Condie NSW

2nd Lincoln McDowell Vic

3rd Ross Bennett WA

National Rankings

The current National rankings are under new regulations introduced in 2015 by the ARYA. The changes are basically fine tuning but are important for the pending **World Championships** in northern Italy during October, 2016.

The best way to think about the rankings is to consider them as a

Class Corner

| | | | | |
|----|------------------|----|-----|-----|
| 1 | Scott Condie | 06 | NSW | 550 |
| 2 | Phil Page | 50 | NSW | 505 |
| 3 | Owen Jarvis | 82 | NSW | 486 |
| 4 | Ross Bennett | 39 | WA | 475 |
| 5 | Jeff Green | 95 | WA | 438 |
| 6 | Garry Bromley | 90 | NSW | 429 |
| 7 | Glenn Dawson | 76 | WA | 394 |
| 8 | Selwyn Holland | 98 | NSW | 372 |
| 9 | Chris Woods | 84 | WA | 329 |
| 10 | Frank Russell | 05 | NSW | 295 |
| 11 | Andrew Reid | 74 | VIC | 280 |
| 12 | Robert Mews | 34 | WA | 266 |
| 13 | Ian Sherriff | 70 | WA | 254 |
| 14 | Maurice Fletcher | 18 | NSW | 247 |
| 15 | Peter Burton | 2 | NSW | 238 |
| 16 | Allen Roberts | 69 | NSW | 226 |
| 17 | Matt Donelly | 99 | WA | 210 |
| 18 | Mark Newman | 51 | ACT | 204 |
| 19 | Robert Tonge | 60 | ACT | 202 |
| 20 | Stephen Sedgeman | 30 | ACT | 183 |

floating set of results that take into account the ranking events around Australia over a 12 month period that floats about 4 months behind today's date. This allows for some issues related to establishing rankings fairly for those wanting to travel to international events. A full copy can be found in the ARYA site for those who love reading "official" stuff.

Class Corner

Following are the top 20 ranked 10R sailors in Australia. These are based on results achieved at ranking events throughout Australia from 1st January 2015 to 1st January 2016. The results from the 2016 Nationals will be included soon and the zone will float in a 12 month period up to that event (Feb 2016).

The Updated Draft Rules

After 18 months of deliberations and discussions both within the IR-SA Technical Committee and with key competitors within the racing community, world wide, a draft set of 10R, Marblehead and A-Class International Rules were sent to the National Organisations world-wide in late November 2015 for comment and submissions.

While the rules are constitutionally required to be upgraded every two years, this had not happened for many years. Decades in the case of the A-Class.

Submissions were received from a number of countries, including Australia. The most comprehensive came from the British through the **MYA**, their national RC organisation.

Many useful upgrades and changes came as a result of this feedback. A lively debate ensued around a couple of the proposed changes: multiple certificates and minimum luff lengths on the smallest “storm” mainsail.

Currently an official document is being prepared by the Technical Committee to explain the reasoning behind these and other changes. Australia has a very tight certification process for boats, so there will be no affect for the Australian sailors. If an owner wishes to upgrade

Class Corner

or change their certification it is required that the original is returned to the Registrar and destroyed before issuing the new one.

Also a survey of active 10R sailors in Australia revealed that none of them currently have mainsails less than 1200mm, so the suggested minimum of 990mm does not affect any of us either.

After the useful suggestions were integrated into the drafts, they were placed before the **IRSA Executive Committee** for discussion and possible ratification. At close of printing, the drafts were still being discussed but did expect to move to voting in the coming weeks.

If you wish to see the overall affect of the rule changes (which is minimal to zero), follow this link to the explanatory documents in the IRSA Website: <http://www.radiosailing.info/about/tc-committee/tc-news>

Undoubtedly there will be more on all of this at some stage in the future.

The 10R World Championships, Italy 2016

Yes, a Notice of Race is now out and can be found at the official 10R World Championship site here:

<http://worlds2016.tenrater.org/index.php>

Because not all countries sail 10Rs and recognising that some countries have strong fleets (Australia being one), the allocation of places is still under review and will be published soon. If you are seriously contemplating competing at the 2016 Worlds, please register your

Class Corner

intent with the Secretary of the ARYA asap.

So in summary, a busy 2015 and a potentially busier year for those going to the Worlds in Italy.

Selwyn Holland

RG65

World wide the **RG-65** class is growing strongly and now in Australia we have just under 300 boats registered and its summer with more coming!!!!

Whilst you may even may have not seen a Rg-65 sailing before it is amazing how you can pull up at a lake in the middle of nowhere and find a race going on in earnest.

Previously you may have only seen a Chinese “**Dragon Force**’ kit ,hulls emblazoned with rg-65 class logos and thought it and the class as a toy, but when you see a race bread RG-65 they are mini **Marbleheads** and a serious class boat (‘df’s can become race contenders with some modifications such as new sails and radio gear)!

There is so much more to RG-65s, its similar to an older or cheaper IOM beginner boat compared to a new **Britpop** ,many options, but as you know the older boats can still mix it up if sailed right!

With so many RGs sailed but not actually at clubs it is deceptive to the numbers out there being raced, a lot of these boats are also sailed by non ARYA members and a path way for them into club sailing is important and really happening and building our sport!

Class Corner

Sandringham Yacht Club in Melbourne for example has a fleet of RG-65s sailing Friday evenings of 10 or more boats and many of these sailors are keen to or have moved into club sailing events and other classes such as ...

Patterson Lakes Radio Model Yacht club in Melbourne has over winter had a stream of RG-65s hitting the water, numerous 'DF's', many of **Frank Russells 'Goth'** series (either home built or from **MX Components**), **Jeff Byerleys 'Missile'** (pictured below) and more boats and designs coming soon.

Once a club that had only 5 of the **Spectre Marine '650s'** and a couple of '**Dragon Forces**' the club now has almost more '**Goths**' and modified or repaired '**Dragon Forces**' than you can poke a stick at and they sail really well together!

As mentioned Last issue **Patterson Lakes Model Yacht club** have been getting fleets of 19-20 boats for RG racing on a Sunday and Tuesday and with both scratch and handicap racing alternating each week it is keeping fleets up and sailors happy, this seems a great model for other clubs to follow.

Indeed Patterson Lakes Radio Model Yacht Club (<http://www.plrmyc.com/>) will be hosting the inaugural RG-65 Victorian titles on April 10, 2016 and interest is already building from Victoria and interstate, possibly Tasmanian entries and Sydney siders, more perhaps.....

On that note the **Tasmanian States Summer** series for RGs has just wrapped up, this was sailed at various locations North and South with a very keen and friendly fleet of RGs racing mainly a mixture of "**Goths**", '**Df's**' and at least 1 '**650**'.

Class Corner

Racing saw the top placings shared between the many types of Rg designs with 'Goths' and 'Dfs' sharing the top table.

Final results were

-1st **Kyle Stewart** - 'Goth XPR' , (Frank Russell design) by RadiosailingShop.

-2nd **Chris Thomas** - 'Goth' , (Frank Russell design) home built.

-3rd **Geoff Wiseman** - 'Dragon Force' , (Mark Dicks design) kit boat.

And a special mention to **Paul Martin** who travelled from NSW for a 7th place in the 14 strong fleet, will he travel to Melbourne next.....

In Melbourne the 2015 results concluded as follows. (note there is also a strong fleet at Lily dale lake racing Saturdays).

Patterson River Sunday Racing - Scratch series

-1st **Andrew Cook** - '650R' , Gospectre.com

-2nd **John Cox** - 'Goth' (Frank Russell design) homebuilt.

-3rd **Andrew Freese** - '650R' , Gospectre.com

Patterson River Sunday Racing - Handicap series, (includes micro magics)

-1st **Michael Cosgriff** - 'Dragon Force' , (Mark Dicks design) kit boat.

-2nd **Steve Early** - 'Dragon Force' , (Mark Dicks design) kit boat.

-3rd **John Chapman** - 'Dragon Force' , (Mark Dicks design) kit boat.

Class Corner

Patterson River Tuesday Racing –Scratch Series

-1st **Brian Fitchett** - '650R' , Gospectre.com

-2nd **George Bulka** - 'Dragon Force" , (Mark Dicks design) kit boat.

-3rd Bill Hutchinson - '650Z' , Gospectre.com

Standard rigs, Swing rigs , plastic, fiberglass or carbon hulls there are many options in the Rg-65 class!

And for those wanting to build a boat, designer **Mark Dicks** (also known for designing the **Dragon Force!**) has (just as this is being written) sent out free rg-65 plans that are now available at radiosailingshop.com.au along with Free Plans from **Frank Russell** for his **Goth** series (as well as IOMs and Marbleheads also!).

Fins (keel, rudder bulb and fin box combos are available there also!

More details on Rg-65s can be found by joining RG65 Aus at <https://groups.yahoo.com/neo/groups/rg65aus/info>

Andrew Cook

A Class

Not too much activity in most states since the last report although the 3 weeks spent on intensive practice and tuning by the WA sailors was clearly evident at the National Title event and they finished at the top of the fleet after 2 great days of racing.

The 2016 National event was hotly contested with little difference

Class Corner

in boat speed between the seven competitors. The location of the course at the bend in a Port Adelaide housing estate channel proved a good choice and made for some interesting racing. Setting ideal courses on Day 1 proved difficult for the organisers as the wind direction started off from the land over the competitors shoulders and made for an awkward start line and a tricky top mark rounding and finish in little breeze.

By the end of day the top four competitors had sorted themselves out pretty much with **Glenn Dawson** (WA) proving the most consistent leading by 7 points. Day 2 saw the breeze turn 90 degrees to the Southwest allowing an excellent course to be set which provided very competitive racing. **Glenn** again proved very consistent and increased his lead during the day.

Congratulations to all competitors for the competitive and friendly manner in which they conducted themselves over the 2 days. On a personal note, I was able to catch up with fellow sailors who I had not seen for some time, and become acquainted with some with whom I had only had long distance contact.

Congratulations to the PRO, the race organisers and all the helpers who made this a very enjoyable event. Full results on website.

NSW GP5

This was held at the **KoBRYC** (near Wollongong) with an unusually small fleet of Wollongong sailors in attendance. The fleet consisted of one **Sword**, one **Venom** and six **Gunboats** with the unmeasured **Gunboat** of **Brian Jackson** being allowed to sail but excluded from the overall results.

Warren Norrie and his **Sword** dominated the racing with 14 wins

Class Corner

from 19 races with **Wulf Wilkens** (sailing **Jon P's Gunboat**), **Ralf Hyman (Venom)** and **Barry Grant (Gunboat)** each having race wins and many top 3 placings and by all reports this was a great day of racing. Full results on the NSW website.

This is my last report as 'A' Class Coordinator as I have decided to vacate the position and extend my best wishes to Denton who has put his hand up for the role.

I have included my views on Sail Trim for 'A' Class yachts (and others) elsewhere in the magazine.

Regards

Brian Dill

Taking over this role from **Brian Dill** is a privilege. Many thanks to Brian for looking after the A Class co-ordinators role for many years. Over the next few weeks, **Brian** and I will arrange a hand over of information to make the transition as smooth as possible.

I'd like to encourage all A Class owners to get behind the class to keep the numbers up at club, state and National level.

The class is active in most states in the country and I'd like to make contact with the skippers in each fleet to see how the ARYA could assist to promote, develop and grow the class.

Congratulations to our new National Champion, **Glenn Dawson** from WA who took the title in a tightly contested series from **Brian Dill** (NSW) with **Roger Paul** (WA) in third place.

As a reminder to all States, please remember to forward results of all A Class ranking events and State Championships to me for inclusion in the National ranking system.

Denton Roberts

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