

VICTORIA & ALBERT

The occasional Newsletter of the Christchurch Model Yacht Club

May 2005

NEW CENTERFOLD ISSUE



www.christchurchmodelyachting.org.nz

The Editor's Blurb

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Greetings all

The chilly draughts of winter are upon us --- fewer skippers turn up at the lake in shorts now, there one or two extremely hardy ones but I think they are just attempting to show a tough image. As for me, I'll forgo the goose pimples and pile on the jerseys etc. In fact I have even thought of digging out my thermals from the bottom drawer. Sheryl Carter has even designed and made a radio muff? duvet?, eiderdown? thingy to keep ones hands warm when sailing in the cold weather. They look just the job to me and beat fingerless mittens easily. CMYC sails informally all through the winter months so why not be warm.



It's good to see several EC12's sailing on Victoria again, and they are performing very well indeed. The "J"'s can sneak past them in the lighter conditions, but when it breezes up a bit the powerful hull and larger sail area makes them a force to be reckoned with. When I first started sailing at Victoria there was quite a big fleet of them, mostly sailed by younger members who drifted of into full size boats, let's hope the resurgence continues. I'm going to stick my neck out at this point and offer the suggestion that the CMYC negotiates reciprocal membership with the Canterbury Radio Yacht Squadron. This would in no way compromise their independence, -- just look at the J Squadron, they are both owners associations and the decisions they make for their members would be entirely their own. I seems to me that a joint approach to Radio Sailing in Christchurch is the most sensible way to go.

After a request from the TV show "Spot On" for a background of model yachts on the lake, five very hardy souls turned up at 8 pm on Sunday last to do their duty. It was very cold and blowing a fresh Southerly -- straight off the Antarctic, in fact one could almost smell the icebergs. I don't know if our efforts were appreciated, there seemed to be a lot more interest in the gunge machine and hundreds of red and orange plastic buckets that had been laid out for some strange arcane activity. We were supposed to perform 'til 10 pm but we had a vote and packed up half an hour early and headed home to the warm and a coffee.

Good sailing, Ian

Firstly a bit of history ----The beginnings of the Christchurch Model Yacht Club were firmly grounded in the 4'6" "free sailing" boats. Racing was the name of the game, with competitors sailing for cash prizes under an interesting home made set of rules, that were particular to Lake Victoria and freesailing, these were firmly in place from the very early days. The rules were modified in later years to fit vane sailers. Later, International rules came into being as contests between various countries developed. Radio control brought a further modification based on the International Yacht Racing Rules with small changes for radio control and these are the rules used at present.

An interesting culture seems to have gradually grown up in our club over the last decade with the birth of two distinct groups . I'm referring to those keen and competitive members whose sole interest is racing and competing. The second group are the "Windlers" whose interests are in cruising and just want to come to the lake for a quiet sail, a yarn and a bit of a laugh in pleasant surroundings with like minded people.

I believe there can be, and often is, a point of conflict in these two very different approaches, considering the aims and personalities that populate the two groups.

Lets look firstly at the keen competitor. His/her boat is set up for racing, light, good gear and paint job plus top sails. To the competitor, sailing tactics revolve around the International Racing Rules as applied to R/C sailing, he / she sees a race as something like a game of chess and the rules play a major part. Keen racers will always attempt to place their boat in a position of advantage over others and use the rules to achieve this.

Most racers have a good knowledge of the rules, are quite vocal in their interpretation and probably expect others to also know port from starboard and will generally give and expect no quarter.

The Windler is however, often a completely different person, sailing for pure enjoyment and pleasure often with a rudimentary knowledge of boat handling. His/her boat is usually set up for looks alone, efficient and "go fast" gear is not a consideration. A very sketchy or no idea of the rules is generally the case, but when sailing for fun they don't seem to matter much anyway. If racing they are usually in the lower half of the fleet but don't seem to get discouraged by always being in this position. They can however come in for some flak from the keen racers and this can sometimes lead to ill feeling among skippers, it is this that has prompted me to write this article.

I believe there can be a meeting point between the almost diametrically opposed philosophies of the Racer and the Windler but it requires good will and understanding from both parties. In some ways the situation that exists within the CMYC goes part- way toward finding the solution, Wednesdays generally offer a much more relaxed form of sailing, with Saturdays catering for the more “full on” competitors. A huge store of good will also exists between members and in most cases things seem to get worked out.

I do however offer my own ideas to both groups of sailors.

Firstly, to the pleasure seeking windlers. How about making a conscious effort to gain a better knowledge of the rules and boat handling in general, there are many members who have a lot of experience in both National and International competition who will be only too willing to help, so don't hesitate to ask. I'm sure once you get into it you will find the IYRU rules a fascinating and very useful subject.

To the keen competitors try to be a little less vocal and ruthless (I must include myself here). I'm sure I've proved for myself that sailing around or away from an on water incident is best way to go, getting hung up in another boat is completely fruitless, loses places and is bad for ones blood pressure.

Finally, to all, just remember, we all make mistakes sometimes and tolerance is a wonderful attribute. I think perhaps a couple of evenings on the rules could be very useful for us all. Maybe our committee could arrange this, they have been held in the past and have always been well attended. The club has a set of model yachts so real life situations can be duplicated.

By the way -- for the record, I am and guess I always will be, a competitor, but I think you already knew that. What are you?

Grass Carp: The pic on the next page features an enormous Grass Carp shot by a bowhunter in a North Island lake. Jeepers, it's bigger than a “J” and appears to weigh a lot more. The tough looking archer who shot it looks as if he's exerting some considerable force to hold it up for the photographer. The article on the next page was condensed from a recent *Ashburton Herald* report.

Something I've been wondering about for a long time — — — — —
If these fishy lawnmowers eat so much grass -- what happens to all the grass carp crap??

Grass carp

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The final stamp of approval for the release of these weed eating fish in Lake Hood, Ashburton, was conditionally given by the Fish and Game Council.

These conditions that are scheduled to protect the lake's trout fishery and the interests of anglers have yet to be written but are likely to be approved in late April.

There were plenty of diverse views expressed on both sides of the argument but in the end it was passed 6 votes to 2. Letters objecting to the release from the Forest & Bird Society and Ngai Tahu were tabled and were considered as part of the debate. It is now up to the Council staff to draft out the conditions for release and management of the fish and present them to the council at their next meeting on April 28.

If these conditions are adopted it is unlikely the fish would be released before next summer. To be a useful method of weed control, the carp have to be living in water temperatures above 17 degrees C. Below this temperature the amount of grazing they do is negligible, also weed does not grow in low water temperatures.



COMMODORE'S COMMENT

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I feel that any things I say this newsletter is tempered by the fact that my CMYC sailing has mostly been Saturdays only. For most summer Wednesdays I have been over at Takamatua, the bay before Akaroa, with Chisnallwood Intermediate School Year 8 Class camps helping out with sailing instruction. Just about every Wednesday was warm and sunny making it easy for beginner sailors. The school has a fleet of 8 Piccolo dinghies, a locally designed and produced 3.5m plastic boat with a Laser type rig, a bit more demanding than an Optimist. They capsize, but with a self bailing cockpit can be got up and going again easily. (Just yell "Shark" after a capsize and kids get the hang of recovering very quickly !) It always amazes me how with a group of kids who have never been sailing there is always one or two with an instinctive feel for sailing (usually girls !) and there is no holding them back.



Five of our CMYC members turned up on freezing Sunday morning at 8 a.m. to be a "background" for the children's TV programme "What Now" – I think we were way in the background and after half an hour or so we gave it away to recover from frostbite, hyperthermia etc . However one good idea came out of this sail and that was the fact that many CMYC members have scale boats of various types and it would be a good thing to have a Scale Day for our schooners, scows, steamboats, paddle steamers etc so what about it ?

And lastly: as one of the founding members of the J Class it is obvious that the initial set of rules, which are open to all sorts of interpretations, need to be tightened up which will have to be done by canvassing the owners. The weight and ballasting of new boats has become an issue, under weight construction is easily achieved and to bring the boat up to weight ballast has to be added and where and how is the problem. Can it be in the form of a heavier battery or adding lead. The initial intention of the class was to have the official lead and trim weight as the only ballast in the position indicated in the Class Rules to keep boat as close as possible to a one design as possible. Now we have variations. Graham Mander advocates a heeling test that will set parameters for the ballast ratio. I'm sure there will more to follow.

Hugh

KINGTON'S KOMMENTS

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Thoughts from our Frequency Marshall:

There has been a resurgence in the "Terradactile" Dept.

There are 4 such boats which have been refurbished - Ron Parry, Warwick Stevens, Malcolm Scott, and Ian Kington have boats rearing to go when the weed improves. Early Sea trials suggest these Marbleheads from the early 70's are pretty quick and handle the extra 200 inches of sail area well. They were all well made and only required a bit of tidying up to get them into sailing condition. The old Marblehead 50"/800" rule, (50" hull length/ 800square inch rule) has been increased to 50"/ 1000" making them into '10 rater' class boats.

Rumours have it that the original Marblehead designed hull was considered best to have had 1000" of sail, but early trials on English lakes - under vane showed them to be overpowered.

They didn't know about the fickle Victoria Lake winds(or lack of it!) We look forward to good conditions for these newly refurbished boats. The keels are not long so they don't get caught on growing weed too much - the trouble experienced has been floating weed which gets easily caught by a very upright keel. The Marbleheads recently honchoed by Bob Wing have been angled keels which easily spill the weed. It could be said that R/C sailing in Canterbury would have been a lot different if the lakes had been weed-free.

A strong contingent of Marblehead sailors plied the lake at the Groynes until everyone got sick of the weed and went to EC12's - later followed by the very successful J class. Weed has been a world-wide problem for the R/C Sailor with many attempts to overcome it. Bring on the 'COY' Carp some might say -but I couldn't possible say that !!



Keith May with his new "Starkers" Marblehead winner of the N.I. Marblehead champs

Congratulations Keith !



Center

Above: J's round the leeward mark at kaiapoi Lake



A peaceful
Lakeside
scene at
Kaiapoi

rfold



The Ed's EC12 "Aslan" sailing on Kate Shepherd Lake



Found on the net:
One of the old Aussie 18 foot skiffs. "Tangalooma" on the Brisbane River. Six crew members made these boats fairly crowded. Note the leecloths which gave a partial deck on the leeward side when tightened up. these were slacked of on the windward side to allow six hefty Aussie backsides to hang over over the windward rail.

One has to comment and congratulate five members for their commitment to the Club and their own commitment to their promises. Of course one could say they were stupid but then, a promise is a promise. What is this leading to? Well, you will I am sure, remember the battering that that the city received on the night of April 23 with thunder, lightning, hail and rain not to mention the wind. Sunday morning was really rough also, but these intrepid members still went down to the lake at 8am and sailed their yachts for about an hour as a supposed background for the channel 2 TV programme "What Now". It was freezing and it the wind was coming in heavy gusts which flattened everything except the "A" Class "William Fraser".. .Actually, I feel sure that Euan would have been quite proud of it . After about an hour it was decided that enough was enough and everyone went home. Many thanks to those brave souls, it shows the enthusiasm and commitment of the members which is why the club continues to grow while some other clubs struggle to survive.

There is always a copy of the committee meeting in a folder which is left in the clubhouse so that interested members know what is going on. However it has been my experience to realize that not many people actually read material like that, soo.....I am going to include some of it here.

A.G.M This is an advance notice. This held be held in Old R.S.A. Bowling Club Pavilion on August 6 2005. members should think about this and if they have any remits or ideas please have them ready in writing. It is no use just telling me or anyone else. Please put them in writing. Nomination forms will be available later and every position is available. The official notice and reports will be sent to every member closer to the time

The Opening Day and Prize Giving will be will a week later on August 13 2005.

Founder's Day. This will celebrated at the same venue on June 18. Marking 107 years since the club was established. Last year this event was well supported and everyone enjoyed themselves. Members wives, partners, companions and families are all welcome. Sherrill and Colin Carter will catering for this so if you were there last year you will know how good that it will be!

The club is a busy club, that goes without saying with sailing twice a week. Some clubs only sail officially once a fortnight, so this puts a strain on race officials. No one wants to be OOD every week, do they? The Race Management teams made this situation more manageable with everyone r

turning up and doing what was required. This was really good but some members are not doing their bit. This makes it hard for those that are there, especially if only one turns up. This happened at The Groynes when one person had to manage the whole job. He did a marvelous job considering that he is a new member. Well done, Peter. For the others, do your job and everyone will be happy.

Sailing venues. Sometimes these need to be changed at short notice due to the condition of the proposed venue so please take note of the notice board or phone Mike Hefford, the sailing secretary on 354-0469

One Wednesday members may have noticed a group of people close to the clubhouse having a meeting. Two of them were C.C.C. representatives John Allen and Tony Hallams. They are the people in charge of the Parks and Recreation. Jeremy Hawker was present also, he is in charge of the Gardens which includes Lake Victoria. The meeting was basically about the club's application to build extensions onto the Clubhouse and the quality of the water in Victoria Lake and commercial use of the Lake. Also the new facility that is going to be built for garden's staff and clubs.

The Club wants to install toilets, a kitchen and social area in the clubhouse. Warwick may write a bit more about this but a decision could be a fair way off so do not take too much notice of what you may hear from different people who think they know.

The editor has suggested that I write a bit about a certain Marblehead named "Lipstik". It does have a bit of history behind it!

The first I knew of the boat was seeing photos of it in the National Newsletter. It had a strange looking keel which seemed to be designed to catch what ever weed was around. It looked like a 'Z'.. I was invited to accompany Peter Platt to the Nationals one year but I did not have a yacht, only the radio gear. I had had some experience with RC in model aircraft so it was not a complete mystery to me. Peter knew Fred Marten, the designer

of the "Frenzy" design boats and Peter got him to put my RC gear in a yacht. This happened to be "Lipstik" a modified Frenzy.

Fred Marten was a very well respected founder member of the N.M.M.S. in Auckland and well designer and builder of yachts.

He passed away some years ago.

Well, I sailed in the championships and really enjoyed myself even if I did debate with none other than Helmar Pederson the OOD about my understanding of the rules. He won of course. One memory of that was at the end when we played follow the leader with Helmar showing the way.

Another memory was watching this boat sail around the course as if it was

on rails winning easily and then being disqualified for colliding with a boat¹² which was finishing, which is a good reason to stay clear of the finish line once your boat has crossed it. Please note, this rule still applies.

I asked Fred if I could buy a boat off him and he said what about Lipstik. I said well, no, that was Wendy's boat, she was his daughter, but she said that was OK. So I asked Fred to take 2 inches off the keel so I could sail on Victoria. He was not happy about it but eventually took one inch off (he could not bring himself to take two off) and sent the boat down in a big box. The box is still in my garage, I kept my home made wine in it. (I'm sure you want to know these little details!) When I got back home and on Victoria Lake the boat sailed very well and for a time was unbeatable, winning Championships on Victoria and The Groynes. I sailed it in Auckland again and on the way home I sailed it on Lake Taupo. That was great fun but one lady who was watching felt sure that I would lose it.

I also sailed "Lipstik" in the Nationals in Wellington where I used a 'B' rig when everyone else used a 'C'. I did manage to win one race though.

One day I took "Lipstik" over to Akaroa and sailed it on the harbour, however on the way in it got seaweed on that keel.

I wondered how I was going to get it back when a large twin engine catamaran came in. I asked the skipper if he would mind retrieving My model yacht and he said "no problem" and did. It was interesting to note that the model yacht got more attention than the full sized yachts. Lipstik also sailed in Lyttelton harbour where it managed to keep up with full-sized craft, much to their amazement.

At the time Radio Control was only just beginning to be used by club members and many members viewed with some suspicion by some members who linked it with power boats, a big no no in those days, but I feel that "Lipstik" helped to promote Radio yachting in Christchurch and it was a bit of a character yacht.



"Lipstik" is still owned by a club member, namely Ian Scott who made a great job in restoring her. He has some photos taken when he sailed her in "The around the Island race" a couple of seasons ago. With a bit of luck she may appear on Victoria again, I may try twisting Ian's arm.

Malcolm

From Jeff Stobbe

a recent U.S.A visitor to Christchurch

Ian

Thanks for the mention in your web site. I want to reiterate that any freesailer coming over is welcome to race with us on June 11 and 12 in 36R boats and July 30 and 31 in M class boats, I'll supply the boat. Also join us in England June 18 19 Gosport and or June 25 and 26 Bournville we'll supply a boat with some notice. The photos of the models are this last winters projects. The first is an X class similar to a 10 rater the second is an M class and the last two are 36R boats the small one I am taking to England. The powerboat I made a couple of years back, we cruise here on the California Delta and we trailer up to Canada and cruise the Gulf Islands. I am starting a new sailboat project a 18' catboat which I am excited about, it will be cold molded.

Best Wishes and Thanks Jeff Stobbe





ALADDIN'S CAVE

On a visit to Australia in January I met Jack Woodward, a Kiwi now resident in Sydney. Jack was sailing in the Australian EC12 championships at Kogarah Bay that I heard about on the internet and visited one day and as a Kiwi I was introduced to him. Later he showed me around his workshop above.

Incidentally the Australian A Class championships had been held the previous week and the boat A65 in the photograph was the winning boat.

Another interest of Jack's is an Australia II class he is trying to introduce, these are similar in many respects to the EC12 class but with a winged keel. I thought they were fascinating but could see the Victoria Lake weeds clinging to them like an octopus. The two boats to the left of the photograph are Australia II class.

I was invited to a local EC12 club day at Scarborough Park and noted that the long narrow course gave many extra challenges with boats passing through opposing legs of the course. Not all venues have the advantages of Victoria Lake, Jack who hails from Ashburton originally, remembers Victoria Lake and says it must be the best model lake venue in the world. Perhaps without some weed and a bit of Australian weather he could well be right!

I helped out with the scoring at Scarborough so that the duty chap could sail and found the close finishes somewhat challenging, as all was carried out in silence. The calling of boats crossing the line is banned as they found those with the loudest voice were creating an unfair advantage.

I had a sail of Jack's boat, a most enjoyable experience, now can I possibly fit an EC12 into a Toyota Echo?

Peter Woodrow



EC12 SATURDAY, CLUB DAY AT SCARBOROUGH PARK, MONTEREY, SYDNEY



AUSTRALIAN EC 12 CHAMPIONSHIPS, JANUARY 2005, KOGARAH BAY, SYDNEY

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