

DF 95 Group News Update No 5

March

2021



Hi Guys,

Sailing over the past few weeks in February has seen a lift in fleet numbers as our new members get their new boats into the water. The weather has not been very kind or cooperative, it has either been pouring with rain, strong gusty winds, or as experience last Sunday little to no wind and what wind we had come from either the South or from east that made setting a true windward leeward course extremely difficult especially for our team members who lay the marks. However, the weather conditions we are presented with on day are what we have to live with, and learn to sail accordingly.



Nothing like sailing in the rain, it is great we have the tents to shelter under

I would like to take this opportunity to sincerely thank our top Skippers, Mike Cosgriff, Mick Gentles, Frank Arrowsmith, Graham Cowling, Richard Bray and Erin Conza who have given their time and expertise to help the new 95 boat owners, rig correctly, tune their sails and freely contribute their yacht racing knowledge. I have had all of the new members speak enthusiastically about the excellent help and assistance they have all received. They all have expressed their thanks and appreciation for this excellent assistance.

In our last News Update we announced that our Club Championship Scratch and Handicap series would be elevated in status to that of a National or State event and a Race officer would be appointed for those race days. Tony Fannin undertook the RO role for our first Scratch race day and he did a great job, ensuring all the competitors adhered to rules of sailing, running the races to our time programme which made racing a most enjoyable day, with lots of competitive sailing.



Unfortunately, the Handicap championship day had to be postponed due to heavy rain and excessive weed in the lake that day. The resail of this event is set down for Friday the 26 th of February at Midday. We are hopeful the weather will be kind and we manage to attract a good fleet of sailors to participate in this event.

1, March DF 95 Sailing Programme 2021

IMPORTANT READ

This is a big month for the DF 95 Fleet with a big sailing programme

(Please see the revised sailing times for some events)

- Friday 5th General Scratch Racing 11.30 set up, sailing starts at Midday
- Sunday 7th 1ST Quarterly Match Race event set up at 11.00 am, match pairs start sailing at 11.30 am
- Friday 12th The second Club Championship race day CC2, set up 11.30 am, racing underway at Midday.
- Saturday 13th Special Club day for all classes "Back Page Bar Trophy "Handicap racing set up 10.30 am, racing starts at 11.00 am
- Sunday 14th Completion of the match race programme from Sunday the 7th, set up at 11.30 am and racing underway at midday.
- Friday 19th Club Championship Handicap cc2 set up at 11.30 am, racing underway at midday.
- Sunday 21st Special Event QRYA South East Queensland DF 95 Championship GP 1 hosted by PRYC. See the NOR & Entry on the QRYA website. 10.00 am sailing starts.
- Friday 26th General Club scratch racing day. set up at 11.30 am, racing underway at Midday.
- Sunday 28th General Handicap racing, set up at 11.30 am, racing starting at midday.

Please carefully read the details of the DF 95 sailing programme for the month of March, as we have our first introduction to Match Racing for our fleet, the special all club fleets handicap race day for "The Back Page Bar Trophy" which is run on a Saturday the 13th, we then have the QRYA DF 95 Scratch race championship GP1 for South East Queensland to be raced at Emerald Lakes hosted by our Club. Plus, we have the second round of both the Scratch and Handicap Club Championship CC2. Coupled with our general club race days.

So, March is going to be a big month for our DF 95 Fleet, so please diary these events as we are looking for good fleet numbers, plus these events offer great experiences for all of our members.

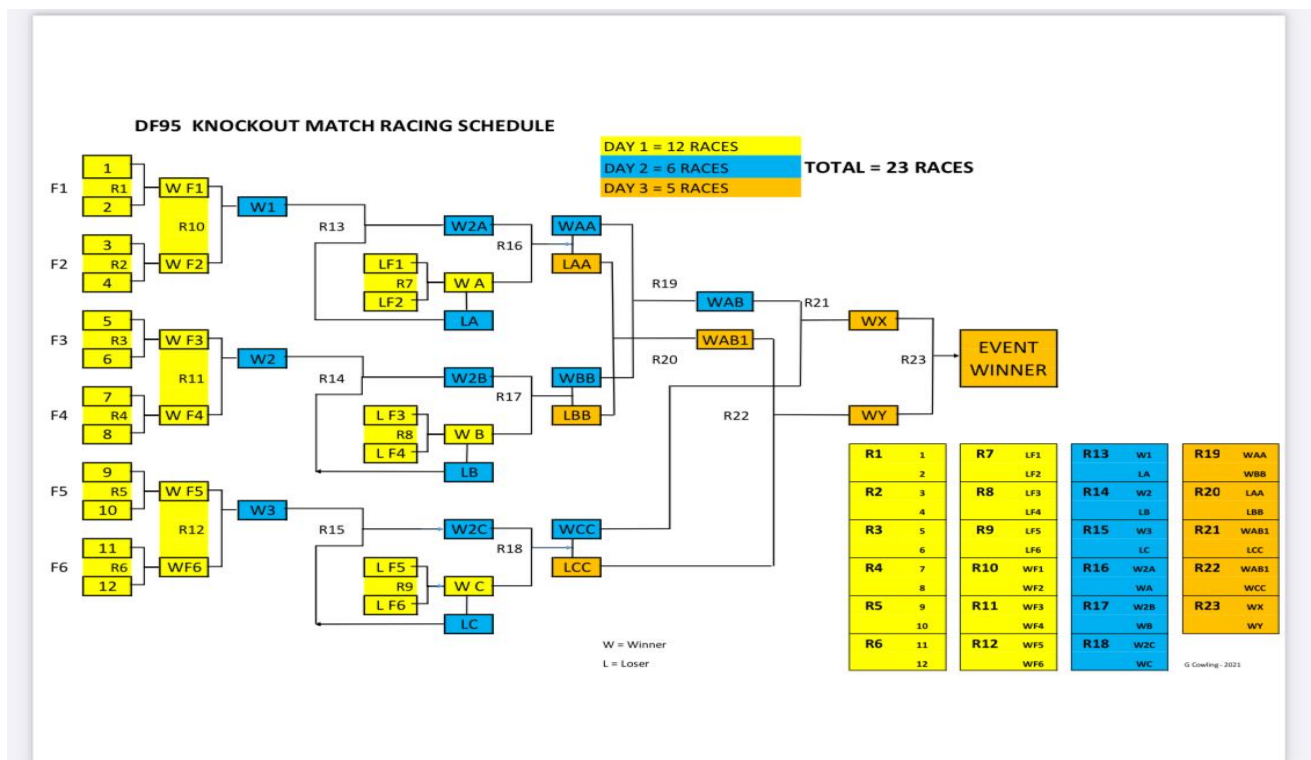
If any of you need or wish to discuss any aspect of this race programme set out for March 2021 please either send me an email or give me a call.

2, Introduction to Match Racing for the DF 95 fleet.

Match racing at the Paradise Radio Yacht Club is a new type of racing we plan to introduce to the DF95 fleet, with our first quarterly series starting on Sunday March the 7th. This

format of sailing has been around for many years and the pinnacle of it can be seen in the current Americas Cup being sailed in New Zealand. In fact the Italians Luna Rossa Prada Pirelli are the challengers against Emirates Team NZ the defenders with racing starting on the 6th of March. Fox Sport Channel 507

We plan to introduce our DF 95 Fleet skippers to match racing on Sunday the 7th of March, so if you are keen to enter please let me know as we are looking for 12 boats to sail in the first of 6-flight race programme, Emerald Lakes is the venue with set up for the day at an earlier time of 11.00 am, and the matches underway at 11.30 am. The race format is shown below and the standard Rules of Racing apply to this series.



Please note if we do not complete the race programme on the day, all remaining matches will be transferred to the next Sunday following.

3, Some General Housekeeping information.

A, in line with the PRYC health and safety policy, so all members remain safe while participating in our sailing events or just coming along to enjoy the day with us all, the following is a list of DF 95 members who have the authority to operate the Clubs Rescue / Mark laying Boats,

Mick Gentles, Mike Cosgriff, Ray Richardson, Chris Palmer, Kevin Harris, Grant Mayo, Erin Conza and Tony Fannin. These members will operate the boat, lay marks, make course alterations and rescue boats when and where required the wearing of Life Jackets while the boat is in operation is a mandatory requirement.

B, just a reminder the Clubs COVID-19 -19 policies are still in place, we all must sign in upon arrival at each day sailing, plus all visitors must sign the appropriate form, your help and assistance to ensure these requirements are met is appreciated. Also, if you feel unwell, or have a coughing issue please do not come to sailing that day.

C, I also want to thank the members of the DF95 Fleet who constantly help and assist with the setting up for racing and return of all equipment the shed after racing each day, it is greatly appreciated.

4, DF 95 Keel / Centre case Reinforcement.

While the DF 95 Class rules clearly state the any form of reinforcement made to your yacht is against rules, and as we all wish our boats to be compliant with the class requirements, which is a preferred option. We do however need to consider the frailty of the DF Hulls especially around the keel box part of the Hull and also around the hatch surround.

Several members have either applied one layer of self-adhesive Mylar clear film over the exterior of the keel box and out onto the surrounding hull by 20 to 30 mm or they have chosen to Epoxy glue in one of the Tony Fannin's GRP moldings on the interior around the keel box and out on to the hull.

Both of these options are available to our fleet members, as both options are recommended and will greatly assist the longevity of your hull. Our Club expects all boats fitted with either of these options to race in our club events. However, for those who wish to sail in World events will find their boat will be non-compliant, and unable to sail.

However, Frank Arrowsmith has recently taken over the manufacture of the GRP moldings, which he is selling for \$25.00 a pair including a twin pack of Epoxy Glue. Frank also will install these into your boat for a moderate cost of \$20.00. Those of you who wish to take advantage of Franks offer can call him on 0403 267 917. If wish to choose the second option the clear Mylar self-adhesive film, this material is available from Whitworths ship Chandlery stores nationwide.

5, Excellent help and Assistance offered by the Phil Burgess

The President of our DF Australia Association Phil Burgess has over the past few years held a series of Dragon Force workshop programmes to help new and existing members develop a great understanding and knowledge of how to maintain their RC yachts and recently he sent out a set of workshop notes, that we have printed below, which you all will find very informative.

DF Workshop Notes - Feb 2021

Phil Burgess, Sydney, Australia - 0413 200 608 or burgessfamily10@bigpond.com

Stand	Supplied one is okay for home storage but is unstable in the wind. Always support the keel when stored, more than the hull - Make your own. Search YouTube and web
Keel	Do not overtighten bolts - can strip threads and causes hull cracking too.
	Spray bolts and check regularly with CorrosionX (Whitworths \$40 or \$10 bottles available from the ADFRSA)
	Check keel seals so water doesn't fill up inside the keel. Its not necessary to remove the keel box and seal the area (as seen on YouTube). It also voids the warranty. If water gets in, it is till contained inside the small keel box housing and cannot get inside the hull.
	Cracking has been experienced by some boats around the keel box.
	If cracking does occur within the first few months through "no fault of your own", contact Hobby Warehouse for warranty replacement.
	This is a major stress point. Handle with care, do not use too much backstay, support the keel in the stand and never drop the boat in the water
	Prevention Options - Not Class Legal - Subject to local Club acceptance only - Keel patches externally or epoxy resin internally
Rudder	Spray shaft before install
	If the develops too much sloppiness in the rudder shaft, replace the fitting or lubricated a short length of Braid in shaft to minimise slop
	Remove slop in linkages - Steering arms should be at right angles to centre for maximum travel
	Vaseline inside the Bellows with a needle from a Chemist to prevent water pumping in.
	Book says 45 degrees maximum rudder travel, but 35 degrees better so boat doesn't slow through tacks
	This can be done using the Transmitter functions
	Using a straight from the back edge of the keel through the rudder hole and scratch a mark at the exact centreline and 35 degree range on hull at the back of the rudder
	Centre servo first - Use Tx trim to get exact centre
Sheets	Don't use Spectra/Dyneema braid. Supplied - poor quality
	Use thicker braid than needed for less bowsie slippage. 20-30 lb Dyneema braid from fishing shops
Bowsie	Thread correct way - study hole shapes and entry point.
	Any knots are suitable - always add drop of Superglue to avoid slippage
	Different types of braid line are easier to adjust and can add colour. Check out BCF for lower cost fishing supplies
Jib	Use spot of glue on counterbalance - they come lose and fall off.
	Don't use the jib tack hook - tie with braid
	Front Jib sheet Guide should be glued (early models did not have this glued), but not the rear one near the clew
	Tie jib tack line as short as possible to keep close to deck = 8-10mm above the front deck eye
	But not too close to allow for topping lift adjustments
	Don't glue the topping lift fitting into boom in case of braid break
	Try tell tales, but sensitivity and visibility can be an issue.
Mast Step/Gate	Check Tuning Guide for settings
Mast	Do not fit luff rings supplied. They tend to catch on the jib and can fall off.
	Regularly check and lubricate the mast bearings in the gooseneck - there are 2! Soak them in CorrosionX before installing, and keep spares soaking in a small container.
	Use braid or dental floss - allow 3-3.5mm gap between mast and sail to allow it to flop to leeward
Backstay	Make the ring position about 820mm from Crane for easier adjustment closer to the deck.
	Bowsie tightening direction should be down, not up.
Mainsail	Tie single line from main peak to Crane, not a loop, to avoid sail centering off the breeze in light winds.
	Set the main height so the main tack has about 10 mm adjustment.
Mainsheet Bridle	Must be set so boom is equal both sides otherwise different trim on opposite tacks
	Set it close to the boom and the boom pulley guide directly above it. The mainsheet MUST not be tight, as it will use up the battery and burn out the winch servo
	In earlier boat with black plugs for the deck eyes, they have tended to leak. Carefully run glue or sealant around the edge or apply sealant under the deck.
	The mainsheet chafes on the bridle ring. Rings can have small burs - sandpaper or file them smoother. Try rings from a Fishing shop

Hatch Cover	Clear lid supplied will crack if buckled when removing sticky tape. Try acetate or a more durable plastic and electrical tape/sticky back Dacron A clear see through hatch will let you see water ingress and condensation that will corrode small electrics quickly
	Double check all hatch seals before launching. Then check again!!
	Even when water tight, moisture, heat and current from batteries will corrode fittings
	Have plenty of spare hatch covers in your kit. Only need to replace small forward hatch after every race day.
Batteries	Rx battery in boat - Max 6.6v and 45 grams weight limit
and	Hobby Warehouse LiFe = 45-46g \$14.50
Chargers	Hobby King Zippy 700mAh LiFe = 42gm \$8 - needs weight added
	Consider heavier batteries in stronger winds and placed further back to lift bow trim. Only one battery type can be used in a regatta. Check the Rules.
	Care needed with LiFe Charger. Thoroughly check the instructions and charge at a very slow rate <0.4 amps.
	Velcro to side of keel box - far forward as possible
	Extension lead needed - 15-20mm
	Tx Rechargeable AA Cell batteries only has max voltage of 4.8v. Not recommended.
	Corrosion X all lead connections.

6, Urgent Request for Volunteers

As we are now only a few weeks away from our club Hosting the DF 95 South East Queensland GP1 Championship race day on Sunday the 21 st of March, on behalf of the QRYA. We are urgently looking for Volunteers to help Run and assist with this major event. If you plan not sail that day and are willing to come along and help, it would be greatly appreciated, we are seeking, help to set up tents and equipment alongside the race course, we need Observers, scorers, People to lay and retrieve marks, plus undertake a variety of general chores to assist the Race Officer and other officials.

If you are able to help please let me know either by phone 0450 176 522 or by email ronbrown6511@gmail.com

Ron Brown

DF 95 Fleet Captain