

# DF 95 Group News Update No 16

March 2022



Emerald Lakes offers one of the best Radio sailing venues in the country

## Hi DF 95 Skippers & Friends,

Finally, we are starting to see some settled weather conditions especially lower wind speeds allowing our fleet to sail with A rigs, to date the majority of our race programme has been scratch racing with a few handicap events. However continuing rain has made the shore line around the lake very wet underfoot, but has not deterred or caused postponement of our regular sailing days on Fridays and Sundays which has been great.

Our club fleet numbers has now reached some 50 boats with recent new member additions; however, our average race fleet size still remains around 12 to 18 boats which depends upon who have to work and other family activities or for personal reasons we have never had a full compliment. I am not sure what we would do if 50 boats turned up to race on a club day. However, I am sure we would cope.



Mike Austin's 95, No 885 has become one of our fleet's top scratch race contenders for 2022, well done Mike.

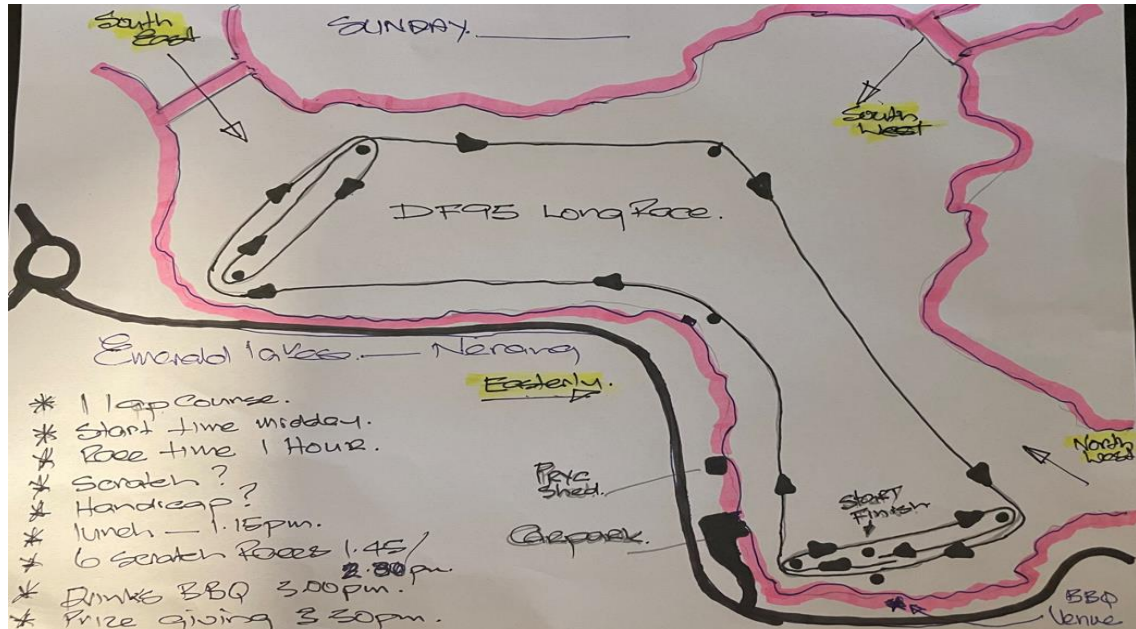
## No 1, March DF 95 Sailing Programme:

- Friday the 5 th Club Championship Scratch Racing Round 3 CC 3, set up at 11.00 am with racing underway at 11.45 am
- Sunday the 6 th our 1 st Match Race event for 2022, with set up at 11.00 am, racing underway at 11.45 am followed by 2 scratch races prior to the chosen 8 boat fleet racing in pairs with a start every 2 minutes.
- Friday the 11 th General Club Handicap racing with set up at 11.45 am, racing underway at 11.45 am
- Saturday the 12 th Club all fleet Back Page Bar Trophy Handicap event for all fleets. With set up in Area 4 at 11.00 am, racing underway at 11.45 am, Prize giving for all classes after last race 3.00 pm approx.
- Friday the 18 th General Club Scratch race day, set up at 11.00 am, racing underway at 11.45 am.
- SUNDAY THE 20 TH AT Emerald Lakes DF 95 GP 1 Classic interclub Regatta hosted by the PRYC on behalf of the QRYA 20 BOAT FLEET. Non sailing members asked to volunteer their help and assistance please.
- Friday the 25 th, Club Handicap Championship round 3, CC3, set up at 11.30 am, racing underway at 11.45 am
- Sunday 27 th, Special DF 95 Fleet Lake long race day over a lake course, start and finish at the beach, with set up at 11.00 am and the long race underway at Midday. A BBQ, SOFT Drinks function will be held at the completion of the day with a prize giving.

## No 2, Special Race events:

- **Match Racing 1 st for 2022, 8 Boats and Skippers will be chosen from a draw of numbers to see who actually sails this first series for the year. The racing is boat against boat with a race starting every 2 minutes and all competitors have 4 chances to remain in contention before elimination. We do require at least 4 to 5 non sailing skippers to help run these events please.**
- **Back Page Bar Trophy event**, is set down for Saturday the 12 th of March and all club fleets participate in this event, racing over 12 individual Handicap races. At the conclusion of the day the trophy for this event is awarded to the class winners followed by a BBQ sausage sizzle.
- The first **interclub DF 95 championship regatta GP1** will be held on Sunday the 20 th at Emerald Lakes being hosted by our club on behalf of the QRYA. A maximum fleet of 20 boats will compete in this one-day event of approx. 16 races with the prize giving being held at the end of the day it is a ranking event and will include a Master section for sailors over 70 years.

- **DF 95 Long Race Emerald Lakes Regatta** will be held on Sunday the 27 th of March over a special course that will take the yachts over 2 x windward leeward tracks plus around the lake starting at midday. It is estimated the race will take about an hour, so lunch will be at around 1.15 pm which will be followed by 6 x 2 lap windward leeward Scratch races. At the completion at 3.15 pm we will have a BBQ and a few drinks.



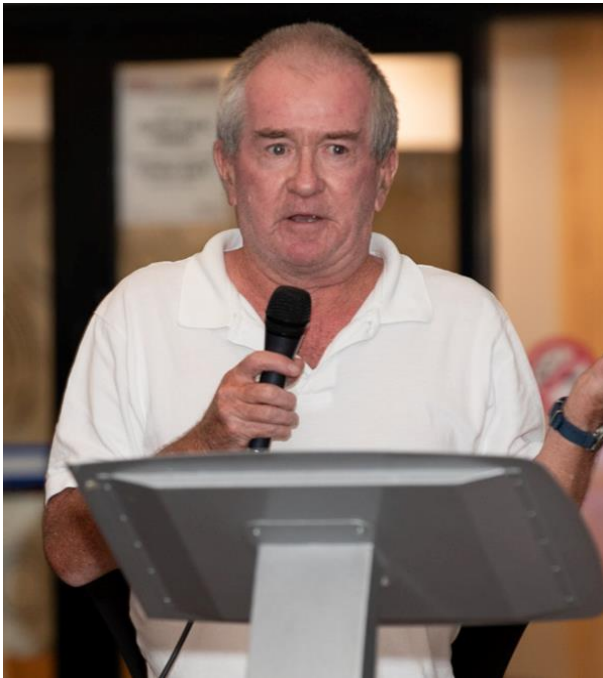
The proposed Course for our DF 95 Long Race at Emerald Lakes. Please excuse my drawing.

The race will include a first boat over the line with a scratch start plus every boat will be issued a handicap as the event will have a prize giving at the BBQ function which will include some lucky awards etc.

It is hoped we have at least 20 to 24 boats complete in the event, so can you please indicate you plan to enter so we can arrange the BBQ catering and drinks please. I need to have entry confirmation by Friday the 25 th of March

### No3, DF 95 Member profile: Mike Cosgriff

Our second senior DF 95 Group member to feature in our News Update is Mike Cosgriff a very experience radio sailor who can be described as a silent achiever, in both our scratch and handicap racing Mike is always in the top 3 or 4. He has a wealth of knowledge and experience in sailing which he freely offers to both new and older skippers to help and assist with boat tuning mast & Rig set up. Plus, he helps develop newer members skills with actual practical help learning about picking wind shifts, looking at the water to see where the wind is coming from, knowledge that helps win races. He is a very well-respected member of our Group. The following is some history and background which makes excellent reading, thank you Mike.



#### MICHAEL COSGRIFF – A BIT OF HIS SAILING HISTORY.

Born in Melbourne in the mid 50's I am another southern invader now living on the Gold Coast in "Where else but Queensland". One of my earliest recollections was going for a sail with my dad on an International Dragon that he crewed on at the time, I would have been about 5 years old. The International Dragon is a 29 foot keelboat that was an Olympic Class from 1948 until 1972 and from that first sail many years ago sailing and boating has been a huge part of my life. My Dad was a very good sailor and had a senior role on running the sailing on Port Phillip Bay for the 1956 Olympics, he did not have a boat then as he had sold his Jubilee yacht to pay for my mother's engagement ring! I still have a painting of his Jubilee hanging on my wall that was painted by an artist that dad and his crew plucked from Port Phillip after the artists boat had sunk.

My Dad bought the first family yacht when I was 14 and as I was the eldest of his and mum's 7 children I was the first crew. That boat was an International Flying Junior, designed to be a training boat for it's bigger brother, the ex Olympic class International Flying Dutchman. The FJ is very popular in America and some parts of Europe and is similar in size and speed to the International 420, the fleet was strong in Victoria but did not gain any traction in the other states with the 420 proving to be more popular. Our first major success was in 1970, I have kept that trophy, it's a cigarette container that probably would have been proudly displayed on a desk, side board or dining table way back then, how times have changed.

My first boat was Mirror 45380 that dad and I built, my first Bat Boat. My crew and I had a lot of success with that boat and it is actually the boat I remember most fondly. Since then I spent many successful years on mainly J24's interspersed with short ocean races on friend's boats. I have done about 8 Melbourne to Devonport's, a 196 nautical mile race across Bass Strait that is basically an overnigher and numerous coastal ocean races in Victoria. I am not that keen on ocean racing as I get bored pretty quickly and getting pounded sitting on the rail is not my idea of fun although I sort of regret not doing a Sydney to Hobart. The last boat I raced on was a Farrier F24 trimaran on Westernport in Victoria, we were the gun multi hull in Victoria but at the age of 50 I gave up competitive sailing as my body could not handle it any more, too much pain as a result of a motorbike accident many years ago.

I then owned a succession of stink boats ranging from a very old 26 foot carvel cruiser with an air cooled 3 cylinder Lister diesel to a petrol guzzling V8 sterndrive 23 foot Whittley Cruiser.

About 4 years ago I saw an article in a neighbourhood newsletter about a radio controlled sailing club not far from where I lived in Patterson Lakes, Victoria. I went and had a look as I was getting close to retirement and wanted to find a sport or hobby that interested me, the rest is recent history. I now own a DF95 and a BritPop! IOM, both of which I enjoy racing greatly. The one design aspect of the DF95 appeals to me, it is simpler to get going than the IOM but the BritPop! is probably my favourite, but not by much!

Relocating to the Gold Coast and joining Paradise Radio Yacht Club has turned out to be a great decision. Our club is really well run and offers opportunity for all skill levels of radio sailing. In the short time I have been a member I have established some great new friendships. Our sport and club are awesome, simple as that!

#### **No 4, Members, Wives & Partners Dinner night:**

Please be advised the next DF 95 Fleet dinner is set down for Thursday the 24 th of March, it has been suggested we look at different venue, hence we have made a booking for 5.30 pm at the Kampung Malay Restaurant at 11/ 1 Bell Place at Mudgeeraba which is close to the M1, for drinks, with dinner from 6 .00 pm onward. It is a restaurant which is fully licensed (Plus you can BYO) that specializes in Malaysian & Chinese food which I am told is delightful and delicious, plus the food is very economically priced. You can go and look at their menu [kampungmalay.com.au](http://kampungmalay.com.au)

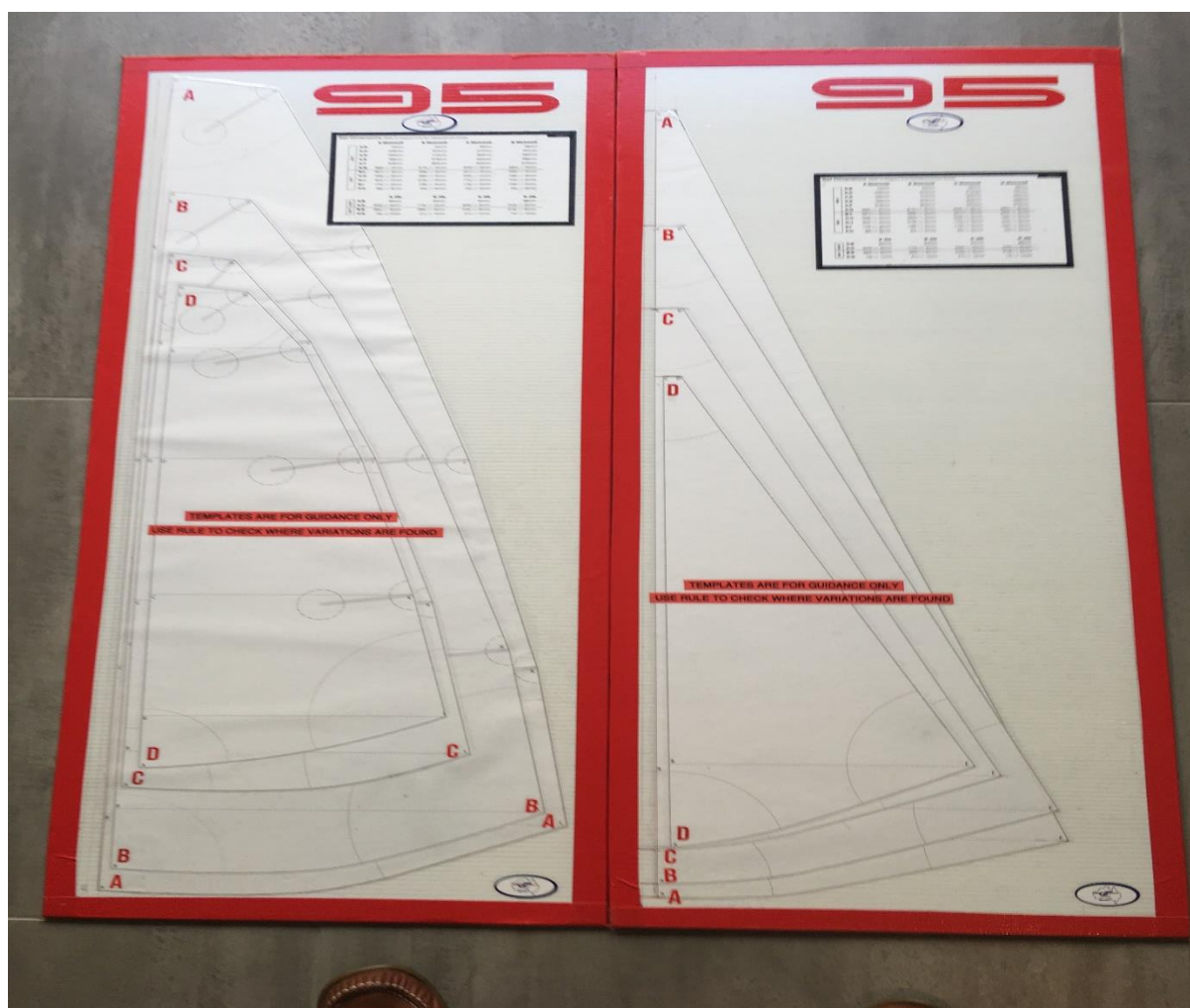


Those of you keen to come along can you please email me your acceptance before Friday the 18 th of March so we can confirm the booking numbers thank you.

All food and drinks will be at your own cost.

### No 5, Sail Templates:

For those of you making your own DF 95 Sails regardless of which Rig size please remember we do have available for you the templates for both Jibs and Mainsails with the actual sizes that comply with the DF 95 class rules and regulations.



The templates are available upon request from Kevin Harris No 15. Please give him a call on 0418 342 207. And he will arrange to bring along to our sailing days for your collection.

Once you have finished with them, please return to Kevin for safe storage.

## No 6, Regular Hull and Rig Maintenance key to minimizing Breakdowns and increased costs: Story by Graham Cowling No 884

Everyone who enjoys the pleasure of Remote Control Sailing their DF65 or DF95 Sailboat. will encounter the effects of the Some boats are re-enforced internally by some owners before use when new, and those who find cracks have developed after use for some time, often revert to placement of a **Mylar film** over the hull bottom and keel box area, cutting out the slot to allow keel re fitment.

Regularly Check while using if boat has any water inside the hull, release drain Bung on back of boat and empty boat if any water present.

WATER in the boat will surely give ongoing issues with Corrosion to your Electrics – Rudder Servo and Sail winch and ALL electrical plugs and connectors by the effect of Corrosion so it is Most important to OPEN DECK COVER after each use allowing it to air and dry out if wet inside and also **REMOVE BATTERY from the boat.**

There are suitable products to assist and facilitate in the preservation and care of your boat, with using **CorrosionX** on all electrical Connections and plugs and on the battery connectors, however I **do Not recommend use on Main Sail Boom Bearings**, which I have found better to lubricate with **iNox** or **RP7** or **WD40 / Silicone Spray** to prevent Rusting and also on the Main Boom Vang screw threads.

Boat should **NOT** be left on stand with Sail rig under Full tension, so relax the back stay and release the Main Sail Vang tension by relaxing the Main Sail Twist.





Hull Cracks visible on Hull Bottom behind the Fin Box



Application of Clear Mylar Tape to seal water leaks



Removal of the bearing – Outer Race Case



Main Boom Arm Bearings Rusted out – Outer Race Casing still to be removed before New bearing can be fitted





Failed / Rusted bearings removed and discarded



New Replacement Bearings – Stainless Steel....

Regular lubrication/ Protection of all moving parts such the Mast Bearings, Rudder shafts, Electrical plugs and wiring in fact all moving parts etc. is essential to ensure you keep the corrosion at bay and prolong the life of these most vulnerable components



Top Boom Bearing fitment



Bottom Boom Bearing fitment

Reassemble the Boom Arm and Mast Stem with the Taper pointing Down onto the Top Bearing.

Many Thanks Graham for this very useful information our members can utilize, please remember to get the best performance from your 95 or 65 it must be maintained in the best of condition.

## **No 7, Basic Sailing Rules information:**

The simplified sailing rules below are provided to assist new skippers as an interim measure to the introduction of how to race Radio controlled yachts. These rules provide the very basic information to allow skippers time to develop further understanding on the full Racing Rules of Sailing.

## **Simplified Racing Rules of Sailing** AUGUST 2021

- **A Boat on Port Tack keeps Clear** of a Boat on **Starboard Tack**
- **The Windward Boat keeps Clear** of the leeward Boat
- **The Boat Astern Keeps Clear** of the Boat Ahead
- **A Boat Tacking or Jibing Keeps Clear** of the Boat Ahead
- **When you have right of Way, or When you change Course** give other boats time to keep Clear
- **Always Avoid collisions**, the racing rules are designed to prevent collisions
- **The inside Boat at 4 boat lengths from the mark** is entitled to room to round the mark.
- **Do not barge in at the start**
- **If you have violated a sailing Rule, take a Penalty**
- **It is better to give way to avoid a collision, or take a penalty than to protest**

Enjoy your sailing in March there is lots of club activities as well as the interclub championship Regatta, our long race around Emerald Lakes plus our members night out dinner.

See you all out on the water

Regards to all,

Ron Brown

DF 95 Fleet Captain

PRYC

