

SeaWind Express

Issue 1

Official Newsletter of the SeaWind Class Owner's Association

Spring-Summer 2004



Dick O'Boyle's (#69) SeaWind rounds the windward mark, with Tom Pyszczinski's (#82) and Mike Eades' (#89) boats in close pursuit. This tight mark rounding was indicative of the close racing during the 2004 Arizona State Championship Regatta.

State Champs Regatta Held in AZ

By Tom Williams — SeaWind #80

The Arizona State SeaWind Class Championship, hosted by the West Valley R/C Mariners, was held Saturday, March 6th in Litchfield Park. Seven participants braved the wonderfully sunny and breezy weather conditions to test their skills against one another.

After the Skippers meeting and weigh-in, the races began promptly at 10:05 am under the watchful eyes of Gerhard Lorenz, Race Director and Ralph Canfield, Mark Judge.

The light and variable winds tested the skipper's skills all day. No lead was safe as the wind changed direction and velocity many times during most races. Though there were lulls in the wind, the breeze always picked up to make the finishes interesting.

The SeaWinds were very evenly matched. Skipper skill, sailing knowledge and sometimes luck determined the outcome of the races.

Twelve races were finished with five different skippers having a first place finish. Mike Eades (#89) skills were on display throughout the races. He was the final 1st place winner. Tom Williams (#80) in only his second Regatta

was able to claw his way to a 2nd place finish after a slow start. Steady Ben Kowaliski (#81) was able to edge out Tom Pyszczinski's new class legal yacht for 3rd place by two points. *(Continued on Pg. 5)*

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SCOA: From the Secretary's Desk

By Mike Eades — SCOA Secretary

At the time of writing (March 2004) we are approaching the first anniversary of AMYA recognition of the SeaWind COA. It's been a busy year! Currently we have 62 registered skippers (52 AMYA members). The most active AMYA Club fleets are in Connecticut at the Housatonic MYC and in Arizona at the West Valley R/C Mariners (WVRCM). A few fleets at Clubs in the mid-west Region 4; Ann Arbor MYC, MI; Sunday Sails MYC, Louisville KY; Edina MYC, MN and the newly established Air Capitol MSC, Wichita, KS, are becoming active.

In Region 6 the Sacramento MYC has recently voted to adopt the Class Rules for its SeaWind fleet racing program. In Region 3, especially FL, we are seeing increasing skipper registrations plus a number of as yet unregistered skippers active on the SeaWind Resource Center web site. I hope we can get some fleets established here over the next year. I would like to hear from Clubs if they are considering adding a SeaWind fleet.

Your class officers have recently finalized and formally ratified a Class Constitution and Bylaws. Members can access and print these from the US-SCOA page of the SeaWind Resource Center web site. Members Without Internet access can request copies from me. Of particular interest are the procedures and timetable, defined in the Bylaws, by which members may propose and vote on future changes in the Constitution, Bylaws and Class

rules. The future of the COA is now in your hands!

I am trying to keep costs low by using e-mail wherever possible for class communications but we do have a few members for whom snail mail is required. The SCOA treasury stands at \$99 (\$245 collected registration fees less \$146 expenses for stationery, postage and sail logos). We are still owed by AMYA for some registration fees *(Continued on Pg. 4)*

SCOA Class Officers:	
Secretary.....	Mike Eades
Technical Advisor.....	Ken Bauser
 <i>AMYA Regional Directors</i>	
Region 1 (Northeast).....	Ken Bauser
Region 4 (Central).....	Philip Sarelis
Region 5 (Southwest)	Jay Barnes
Newsletter Editor.....	Andy Rust

SCOA: It's Birth in The Valley of the Sun

By Mike Eades — SeaWind #89

As with any new entity, there is a certain amount of mystique associated with its birth and the SeaWind COA is no exception. It's story is told here for the record but also as the story of SeaWind sailing here in Arizona may find parallels elsewhere. Two very different, but closely related, organizations share responsibility for SeaWind Class evolution.

West Valley R/C Mariners (WVRCM) is a formal, AMYA sanctioned, model yacht club based in Litchfield Park in the west end of the greater Phoenix "Valley of the Sun". Established in the mid 90's, under the direction of Jack David, the club was very active in scale models, fast electric and sailing classes, hosting 36/600 and J-class regional and a national regatta. However by the early 2000's enthusiasm for the high-tech development 36/600 class was waning and the sailing group was in danger of fragmenting.

Canyonstate Yacht Club (Sun City) is an unconstituted, no dues, no bylaws, group which has been meeting for several years



SCOA Founder Jay Barnes

every Thursday and Sunday at the "View of the Lakes" recreation center in Sun City, a retirement community, also in the west valley area. Loosely organized (they bring the buoys, tape player and scoreboard) by Dick O'Boyle

and Tom Pyseczynski, any R/C skipper is welcome to simply sign up with sail and channel # on a large whiteboard, known as "The Ego Board". The first finisher in each race scores race positions, mainly for the benefit of passing spectators, who always ask, "Who is winning?" Nobody bothers to add up the scores!

By the early 2000's they had developed an informal rotation of three classes: Victorias, Northwinds and SeaWinds, although any boat was welcome on any day. A core group of skippers, including Jay Barnes and myself, sails with both WVRCM and the Sun City groups.

In early 2002 WVRCM decided to focus on its club 1-Meter Sport class as its main active fleet racing class and scheduled four quarterly regattas. 1-Meter Sport has simple rules: "Any R/C yacht built from a commercially available kit, having a length of 1-meter or less, unmodified below the waterline and with a sail plan of dimensions as defined in the kit is eligible to race." At first the fleet consisted of SeaWinds, Northwinds, a CR-914, and a couple of Voyager Cup Yachts. A Soling 1-meter and a Laser appeared at one of the Regattas. Over the course of the first year's racing it became clear that the SeaWind was the best performer and most durable. *(Cont. on Pg. 4)*

Adjustable Jib Boom Attachment Modification



By Tom Williams — Seawind #80
I wanted to have an adjustable attachment for the jib boom in order to modify the height of the jib sail. The parts required to do this modification are extra parts that are included in the original kit.

Required parts:

- (1) 6" length of rigging cord.
- (1) Cleat including screws 2x10mm.

Required tools:

- 1/16" drill bit
- Phillips screw driver (included in kit)

Directions: (see photo on the left)

1. Locate position of required cleat. I located the cleat aft of the front eye plate.

If your sheet line for the jib hangs down at all I would suggest placing the cleat in front of the eye plate.

TECH CORNER

2. Mark and drill 1st hole with 1/16" drill bit.
3. Attach cleat with 1st screw.
4. With the cleat in final position drill final hole through the top of the cleat.
5. Attach final screw.
6. Tie cord to Jib boom, run through eye plate and tie off at the cleat.

Note: As with any of your rigging frequently inspect and replace cord that is frayed or worn

Editor's Note: All tech articles featured in the Tech Corner are in compliance with SCOA class rules.

Photos Wanted!
The SeaWind Express is always looking for good photos of SeaWinds in action. Photos can be sent to the editor at: andyrust@earthlink.net

Rudder Maintenance: Be Good To Your Rudder

By Ken Bauser
SCOA Technical Advisor

Here's a suggestion that comes from Walt Chapman, Housatonic Model Yacht Club (Connecticut) Fleet Captain and Seawind sailor of many years. Though certainly an important element in sailing your boat, the poor rudder, hidden way in the back, and under the bottom of your Seawind, can easily be overlooked. Walt suggests popping open the rudder hatch, disconnecting the steering linkages, and removing the horn and rudder for a closer look, plus some preventive maintenance.

Check the rudder horn and its' brass insert to see if any play has developed between the plastic and the insert. A number of our older boats have developed this problem, allowing the rudder to move side to side - a situation not conducive to accurate steering of the boat!

You'll need to find a small screw (I found one in the bottom of my toolbox, a #0 or #1 I think, and about 1/8" long), and

then drill an appropriately sized hole, on the side opposite to the insert's set screw, through the horn plastic and into the insert itself. Install the screw, and you are all set. (You can run some epoxy or thick CA into any voids, if you feel you must, but be sure it doesn't go where it is not-wanted!)

Before re-installing your rudder, obtain some silicone grease and a piece of silicone fuel line tubing. Apply several beads of grease around the rudder shaft, below the setscrew recess. (Note that the shaft is quite a loose fit in the rudder tube. Do we think water pressure can enter the hull here?) Now cut a short section off the fuel line tubing, about 1/16" or a little more, and with the rudder re-installed in your Seawind, slide the piece of tubing down over the rudder shaft. Put the rudder horn back on, so that it is just snug on top of the tubing, and tighten the setscrew.

While you are at it, this is a good time to check the ball links on the control rods,



both to make sure the screws are tight and to see if they operate easily. Mine were very stiff, and warranted replacement with new links purchased at the local hobby shop, in which the ball would rotate more freely. This is a nice thing to do for your hard working rudder servo! Now just re-attach your linkages to the rudder horn, smear a little grease on the hatch "O" ring, and close her up.

NEWS FLASH!

Tower Hobbies is now offering SeaWind combos that include the battery box and servo mounting hardware. This was a direct result of communication between the SCOA, Kyosho, and Tower Hobbies!

(SCOA--Continued from Pg. 2) One or two new skippers showed up and were encouraged to buy a SeaWind. They also added to the fleet at Sun City.

As there were several of the SeaWind skippers who only showed up at Sun City on Sunday, gradually the Sun City schedule evolved to SeaWind racing every Sunday and Northwinds & Victorias alternating on Thursdays.

The sight of a growing fleet of Seawinds racing at Sun City every Sunday began to attract a crowd of regular spectators and in turn attracted new skippers to join the fun. At this point the Sun City group is arguably one of the most active R/C sailing groups in the country. Typically a fleet of 10-15 boats turn up each Sunday year round.

A rough count shows 24 SeaWinds having sailed with us over the past 2 years, 5 of which have relocated to other cities, and 5 new boats are under construction, while the Northwind and Victoria fleets have also grown to 10-15 boats each. A further 2 SeaWinds in the WVRM fleet adds to the total active in the west valley.

The average yacht configuration in the SeaWind fleet has also evolved during this period. In early 2002 the SeaWinds in WVRM and Sun City had ages ranging from new to seven years old.

(Class Secretary's Report — Continued from Pg. 2) collected with AMYA membership renewals but Michelle and I hope to have this resolved very soon. When you renew your AMYA membership please remember to tell Michelle you have a SeaWind but please register, or transfer, your boats directly with me using the form located on page 6 of this newsletter, OR on the AMYA and SeaWind Resource Center (www.seawindrc.com) web sites. (Be sure to let me know of any address changes!)

We have two Regional Regattas tentatively scheduled for 2004, Region 1 at Housatonic MYC, September (?), and



Photo by Barbara Ruhnke-David

Some of the WVRM SeaWind skippers.
(L to R) Rowland Stevens, Mike Eades, Ronnie (Woody) Wood, WVRM Commodore, Jay Barnes and Bob Crockett

The top skipper in 1-Meter Sport, Bill McLean, with one of the older yachts had replaced his kit sails with after market "Walrus" paneled Mylar sails. Seeing his success and with some kit sails getting well worn, several skippers began to also move to "Walrus" sails and some also experimented with boom extensions, topping lifts etc.

In late 2002, Jay Barnes, with the support of a few local skippers, began the process of registration to try to form a new AMYA Class and found enough support from Clubs in Connecticut and Michigan to be able to achieve AMYA sanction of a COA in April 2003. The initial group of Class Officers were united in their desire to

control construction costs and allow new skippers to be competitive and set the initial Class Rules so as to keep SeaWind yachts very close to stock configuration. Since the COA was established, virtually all new SeaWinds have been built to keep consistent with class rules.

WVRM began to offer SeaWind Class racing within its 1-Meter Sport Regattas allowing all boats to race together. It became evident to all that there was little performance difference between the modified and stock boats. Gradually some of the older yachts

have either been replaced with new boats or restored to Class Rules by building alternative stock sail rigs to allow their skipper to compete in Class races.

The Sun City group contains several skippers for whom the Sunday SeaWind racing satisfies their whole R/C sailing ambition, however a few are interested in testing their new skills in more formal competition where the WVRM quarterly regattas will hopefully provide ample opportunity.

WVRM has already hosted two Arizona State Championship Regattas and plans to hold a Regional Regatta this fall and maybe a National Regatta in the near future.

Region 5 at WVRM on October 23/24th. Watch for postings of the NOR's on the web sites and don't forget, entries for Regional Regattas are open to all COA skippers who are AMYA members.

On behalf of all COA members I would like to thank Andy Rust for his volunteer efforts to launch this newsletter. This willingness to help and share ideas seems to be characteristic of the SeaWind fleet, not only in the USA but also worldwide, as evidenced by the excellent spirit of cooperation shown in the online Forums. Andy will welcome contributions from all SeaWind skippers. We would love to publish your Club's activities!

Attention Snowbirds!

To all our members who migrate seasonally: Our member database listing follows your AMYA listing where appropriate. If you would like us to also include your summer (or winter?) address and contact info, please send it to me. I will include it in our database and let the Region Directors have it so that you can be kept informed about SeaWind activities in both Regions.

Mike Eades, SCOA Secretary

(AZ State Champs—Cont. from Pg. 1)

Dick O’Boyle was left wondering “why me” as he was knocked out of two races as his rigging was snagged by other boats on two separate occasions during close mark rounding. He also had a forestay failure resulting in a DNF.

Bob Crockett was able to win a race early on; however he was unable to keep the momentum. Fred Becker struggled early in the races but staged a few respectable finishes later in the day.

The skippers handled themselves in a very courteous manner throughout the day.

There were no protests called and only a few 360’s were turned for accidental contact and hitting or missing a mark. It was a very wonderful day of racing and a great start to the season.

Editor’s note: Special thanks to Brooke Williams (the 12 -year old daughter of Tom Williams) for the great photos! Way to go Brooke!

<i>Results—AZ State Champs Regatta</i>			
Skipper	Sail #	Pts.	Pos.
Mike Eades.....	89.....	17.....	1
Tom Williams.....	80.....	27.....	2
Ben Kowaliski.....	81.....	32.....	3
Tom Pyszczinski.....	62.....	34.....	4
Dick O’Boyle.....	69.....	40.....	5
Bob Crockett.....	79.....	46.....	6
Fred Becker.....	90.....	59.....	7



Ben Kowaliski (#81) and Fred Becker (#90) battle it out upwind.

Fleet Report: Housatonic Model Yacht Club

By Ken Bauser—SeaWind #110

With a current roster of 18 members, the Seawind fleet at the Housatonic Model Yacht Club, AMYA #117, has grown steadily from its’ beginnings in 1996 to its’ present status as the second largest of the six active classes sailed regularly at the club, surpassed only by the US One Meter fleet.

After many years sailing at Brewster Pond in Stratford, Connecticut, we moved our activities two years ago to Hop Brook Lake in Middlebury, CT, the move made necessary by a severe weed problem at the former site. Though we now need to wade in to launch our boats, rather than drop them in off a low seawall, the new site is more open, with far fewer ducks and geese to contend with, and is generally considered one of the better pond or lake sites in the region.

Our regular season race series is contested every other Thursday, starting in late April and continuing on into mid

September, and so you might guess that most members are of the retired type! For the 2003 season Walt Chapman repeated as Fleet Champion, followed by Tony Bosco, Dick Mohr, Sam Bass, Lenny Kaminsky, Joe Gregorzek, Lee Penny, and Ted Kennedy.

Eight other members did not make enough race days to qualify, due to vacations or other obligations. Walt Chapman, our Seawind Fleet Captain, generally sails his own race, avoids the log jams of other boats, and has a knack for knowing where the next puff of wind will be coming from.

The annual June Ribbon Race had largely the same cast of characters as our Season Series top finishers, in a slightly different order, with club Commodore Tony Bosco sailing his usual fine tactical race into first, followed by Walt Chapman, Dick Mohr, Sam Bass, and Joe Gregorzek in the top spots. The HMYC also holds annual Team Races between the Seawind

Soling One Meter fleets, which usually turn out to be closely contested affairs. This past season we had an unusually large number of cancelled race days due to rain and stormy weather, but our hopes are high for better weather this year.

Due to the fact that our Seawind fleet has been in existence for quite a few years prior to SCOA formation, one might understand that many boats have been modified along the way, to include longer booms, topping lifts and homemade sails. The newer boats are being built “class legal” while it will still take some time before others are reconfigured to “stock” form.

Several new fleet members have recently been added, with Ray Meier being new to the club while Dick Chandler is one of the club’s long standing members who is an excellent US One Meter skipper, and should give the “veterans” a run for their money. Walt Chapman has built a *(Continued on Page 6)*

(Fleet Report—Continued from Pg. 5)
 beautiful new boat (let's see now, is that the eighth or ninth SeaWind he's built?), and Dick Mohr is assembling a new yacht as well, for which we anxiously await his sure to be interesting "sail graphics" (his former boat sporting a red "cloud affect" motif).

In larger fleets of nearly identical one-design sailboats it can indeed be difficult to keep tabs on the boat you are sailing. Thus, as with Dick's "interesting" sails,

there are many other individualized features on the SeaWinds in our fleet, ranging from colored sail corner patches, to masthead flies and streamers, to the current trend, and Walt Chapman's favorite, hull side graphics.

Walt uses a "bow wave" theme, now mercilessly copied by several other stealthy skippers in our fleet. A few simply paint their hulls an easily identifiable color - at least until someone else decides to use "your color." The Housatonic Model Yacht Club looks forward to hosting the 2004 Region

One SeaWind Championship, details for which will be available shortly. With our club also hosting the US One Meter and Marblehead Regionals it promises to be a busy but enjoyable season! We cordially invite any SeaWind owners, who might be in the area, to come visit and sail with us!

SeaWinds on the Web!
 AMYA Seawind Class Page:
www.amya.org/seawind.html
 SeaWind Resource Center:
www.seawindrc.com

SeaWind US—SCOA Class Registration/Transfer Form

Personal Information

First Name: _____
Last Name: _____
Street: _____
City: _____
State: _____ **Zip:** _____
Phone #: (optional) (_____) _____
E-mail : (optional) _____

Yacht Information

___ I am registering a new yacht ___ I am transferring an existing yacht

Yacht Name: (if any) _____
Club Affiliations: (if any) _____
Club #: _____
AMYA #: (If you are already a member) _____

May the above information be posted on the SeaWind web site:
 Yes ___ No ___

Each boat registraion requires a one-time \$5.00 fee.

Mail completed form with \$5.00 (check or money order payable to Mike Eades).
Send Registration form to...

US-SCOA Class Secretary
Mike Eades
2090 Middle Mesa Drive
Wickenburg, AZ 85390
Phone/Fax: (928)684-5624
E-Mail: swcs@w3az.net