

## Article Specifications for Model Yachting

Many of us would not consider ourselves writers, but as sailors, if we can explain a technique or a solution to a novice sailor, then we can write about it, simply by writing what we would say. This is how to submit an article.

- Rule One is KISS (Keep It Simple Sailor)!
- Open a Blank MS Word document (.doc), or use an App that lets you save as a (.doc) file. Set all the margins at 0.5 inches. Set the font to Times New Roman (or Times), furnished on most computers, with the font size set to 10 points. Single space all lines. Use the paragraph return only at the end of each paragraph. Do not double-return or indent the first line of each paragraph. Do not use columns. Start with Title and Author; then write!
- Remember KISS. Do not send complex documents with photos inserted—we cannot use those photos. Identify photos as Figure Numbers, then include a Caption paragraph for each photo or drawing/illustration.
- Start Caption paragraphs with the photo file name and add your Figure Number to the beginning of that name (01, 02, etc). Then write: Figure Number, Caption, then the Photographers Name.
- Photo/caption articles are the easiest to write, and the most likely to be read. Plan the

sequence of your photos and describe each photo with a caption. Write a short introduction and a short conclusion, and you have an article.

- When you are taking photos, it will help you to understand that most are used at 2.5" wide, with some anywhere up to 7" wide. The height of the image depends on the subject matter and the flow of the copy. Sometimes a photo is a bit taller or shorter than ideal so the copy on the page ends at the right place. This business about how the copy flows is why we do not want you to crop your images, thus making it too difficult to fit them in the page layout.
- We sailors are visual people; we like to see what it is all about. Every article needs at least one photo, usually more. Clear, in-focus photos/drawings require fewer words and answer questions faster than words.
- If you need a drawing or two, contact our Illustration Editor who will convert your line drawing to a Vector art file, which we need for crisp printing on our pages. E-mail to (myIllustration@theAMYA.org).
- All the articles you send to us for publication will be copyedited for grammar, punctuation, and magazine style—just as all photographs will be checked to meet our technical specifications for resolution, focus, and clarity.
- Use the same *Checklist for Each Article* we editors use to verify you have correctly assembled your article so we can use it.

## Checklist for Each Article

- ✓ Verify simple Blank Word Document (.doc)—alternate App .doc file is acceptable. 10 pt. Times New Roman (or Times) font. Single spaced. No tables. No Columns. Fix what you can, but send back to the Author if you cannot fix. Verify Internet links are active.
- ✓ Article has at least one photo. Photos are Attached, *not Inserted*. (Complex document layout with photos inserted may *also* be included.) No “specks on water” photos.
- ✓ Photo captions are placed in the article where the author indicates best location (near Figure number in the article copy). Begin caption with photo filename which starts with Figure Number, i.e. 01, 02...10, etc. Caption starts with Figure Number, and ends with Photographers Name.
- ✓ Photos are the full original High Resolution images in sharp focus. Examples of preferred crops may also be included.
- ✓ Final drawings have a Figure Number and are PDFs by the Illustration Editor.
- ✓ *About the Author* includes a head-and-shoulder photo and a brief paragraph or two about the author *relative to the content of the article* (not a full biography). The author writes this and includes photo. When the same author has multiple articles, the first article will include his/her *About the Author* and photo.

## Photo Specifications for Model Yachting

We want your photos in our magazine, but there are a few things you need to do to get successful shots.

- Today's digital point-and-shoot cameras are much improved: 16–20 Megapixels, 10–30X optical zoom, and image stabilization. Sorry, viewfinders seem to have gone the way of the buggywhip, so you must deal with the LCD screen unless you want to buy a high-end compact or digital SLR camera.
- Get at least an 8 Gigabyte memory card to save high-resolution images. They're cheap!
- Important: Set your camera to record the largest image possible—the least compression, or highest quality. Most cameras take JPEG images. Set yours to take **large, fine JPEGs**. Raw images are best if your camera has that option. Resolution is defined as pixels per inch (ppi). Typically, Web resolution is 72 ppi, and magazine resolution is 300 ppi. However, when a large image at 72 ppi is reduced to fit in our magazine, the ppi count rises dramatically, and that is a good thing for us. It is best if you just send us your original images, as they come out of your camera, and let our Photo Editor take care of the rest.
- Now, let's take pictures. First, what is your picture trying to show? Compose your shot. Capture the energy of your subject. Don't

shoot pictures of lots of boats, widely spread; they will just be “specks” on the water, no detail, and no energy to capture! Use your optical (not digital) zoom to frame your picture to show reasonable detail of a group of boats.

- Next, press the shutter halfway, lightly, to allow the camera to focus on your subject. When everything is just right, press it all the way, and now you will likely have an in-focus picture. We can't use out-of-focus pictures. Before you send them, check all your photos on your monitor to assure they are in focus. If you have a preferred crop, send it, but also send the original image to give us some flexibility fixing layout problems.
- Close-up shots sometimes require you to move your camera further from your subject in order to get the necessary depth-of-field focus.
- Cover shots: Model yachts in dynamic action are preferred—the fleet in a close start, a close group rounding the windward mark in a breeze, or the fleet closely grouped. Whether you shoot in Portrait or Landscape mode, recognize that your shot will end up as a Portrait crop, with the top fifth of the image covered by our *Model Yachting* Masthead. Cell-phone cameras will not produce cover shots.
- People shots: Get candid shots. They're a lot easier to take than the ones where you have to get people to smile in unison (besides, we really don't want them), and they're a lot more interesting. Show people in action with their model yachts, or the winners with their boats in groups of 3 (or

the top 5, at the most). For this application, cell-phone cameras are iffy. Your caption must include the names of each person in the group.

- “How-to-Build” photos: Most should be Portrait, we will tightly crop to 2.5" wide. Start with an outline of the photos you need to take to illustrate your article. Your shop background will be confusing clutter when we convert images to grayscale. Eliminate background clutter with a neutral gray-colored sheet of construction paper or foam board backdrop. It will make the detail in your images stand out. Here, newer cell-phone cameras may be all right. *Always* view your images for sharp focus and detail (so you can read the name/model on that servo) on a computer monitor before you go to the next step in your construction. To avoid “hot” spots, use constant light (shop lights) instead of your camera flash.
- E-mail your photo(s) to (**myPhoto@theAMYA.org**), *Attach* the file(s) using the paperclip icon. *Do not Insert into a document or the body of an e-mail. We cannot use Inserted photos—they are automatically converted to low-resolution images.* Do not send images downloaded from the Web. These images are low-res and cannot be used for print. Send the original, hi-res JPEG or Raw image.
- *Be sure to include a Caption and the Photographers Name for each photo you send.* When images are more than 14 MB, use multiple e-mails or mail them on CD to our Photo Editor (address on the Masthead, page 4).

# An Example Simple Word Document Article

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Below is an example of a simple Microsoft Word document that started as a Blank Word Document with absolutely no other formatting, following the *Checklist for Each Article* specifications. It is set up using all margins set to 0.5 inches, Times New Roman (or Times) font, and the font size is set to 10 points. The lines are single spaced with no tabs and the *Return* key is only used at the end of each paragraph or caption. There are no tables or columns. The photo captions are written starting with the photo filename. Photo filenames should be changed to (starting with) the two-digit Figure number, then the brief name, ending with the last four digits of the original photo filename (for reference). After the new photo filename, list the Figure Number, the actual caption, then the photographers name.

This is not a long article, but because it uses six photos, it fills a full page, as can be

seen in the finished page following these instructions. Note the figure numbers were not used in the finished article because in this case they were not needed. The author photo was not used because his photo appears with that of another author (on page 22 of Issue 174). Sometimes these exceptions are necessary to fit everything, and get the detailed photos to the largest size possible, but all the information is needed to be sure we get everything correct as the author intended.

This article might have been more effective had it been written as a photo/caption article with a brief introduction, then more of the copy written as a detailed caption for each photo, with a brief conclusion. In any case, this kind of quick-to-read article, with lots of photos is very effective and more likely to be read than one with all words, and no photos, or only one photo.

Photo/caption articles are ideal for sharing building technique, sail tuning, or another skills. It is helpful to start with an outline of your technique; take the photos needed to explain your technique; then write detailed descriptions of what each photo is showing. After that, your introduction and conclusion paragraphs allow you to fill in anything not suited to the photos.

Do not worry about being more skipper than author. Write your article as you would speak it to a novice skipper, and our valued Copyeditor will fix any grammar that might need fixing. The goal is to share your skill with the rest of us, and send in your content so it meets our Specifications necessary for print.

Always use our *Checklist for Each Article* to be certain we can use what you send.

## Building a Footy Cassette

by Peter Jackson

Footys are pretty small boats, so it can be difficult to mount internal electronics inside the hull. Roger Stollery, though, came up with an ingenious way to avoid the problem. The idea is to mount all the operating controls on a removable hatch cover. Not only is the cassette convenient for accessing the electronics, it also makes it easy to have a spare cassette, which is easily fitted as a replacement if problems arise during racing (see Figure 1).

01-Cassette-0125.jpg. Figure 1: Cassettes are interchangeable. Peter Jackson photo.

It took me a long time to adopt the system of cassette housing of the electronics on a racing yacht. The main problem in my mind was the lack of waterproofing of the servos; however, using the system developed by Roger, this has proved unfounded.

Using the cassette concept, servos are mounted from underneath the hatch cover (cassette plate) and poke through the plate. One servo arm then connects to a rudder arm, and the other connects to the Stollery power arm (Figure 2 and 3).

02-Cassette-0118.jpg. and 03-Cassette-0119.jpg. Figures 2 and 3: Topside and below deck; a completed cassette. Peter Jackson photo.

The power arm is a unique feature, which allows the use of a nine-gram servo for sail control. There's not much torque in a nine-gram servo, but the power arm makes the best use of it. The wire power arm is curved so that the sail-control sheet will move freely along the arm as the servo sheets in and out. At the power arm's most forward position, the sheet is fully out for downwind work, and the end of the sheet (fastened to a clip or ring) moves to the outer end of the arm. When sheeted in on a beat, the arm points to the side of the boat, and the sheet moves in to the servo end of the arm. The movement of the sheet to the inner end reduces stress on the servo, thus permitting a micro servo to do a big job. An additional nine-gram servo is used for rudder control (Figure 4).

04-Cassette-0121.jpg. Figure 4: Power arm and rudder control. Peter Jackson photo.

The servos are attached to the bottom of the plate by means of hot melt glue, which is placed all round the servo, thus creating a waterproof joint. It is also a good idea to insert the receiver in a balloon, with an elastic band to close the balloon mouth. To further waterproof the servos, a small "O" ring is placed over the output spline; then a foam ring, impregnated with silicon spray grease, is placed between the servo arm and the "O" ring (Figure 5).

05-Cassette-0123.jpg. Figure 5: Waterproofing the servos. Peter Jackson photo.

The cassette is fixed to the deck with black electrical tape. Some brands seem to stick better than others, so be sure to test the adhesion before you venture out on the pond (Figure 6).

06-Cassette-0120.jpg. Figure 6: The cassette taped on deck. Peter Jackson photo.

## Meet the author

Peter Jackson is a retired Chartered Engineer of the Aeronautical type, and he has built model aircraft since he was eight years old. He came to sailing about six years ago and started to design and race Footys. He has branched out to larger-boat classes in the UK, but his primary passion is with these little Footys, which take an inordinate amount of skill to sail well. With his good friend Peter Shepherd, Jackson organizes and runs a model boat club and attends all of the open Footy Events in the UK.

06-pj picture.jpg. Author photo: Peter Jackson

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# Building a Footy Cassette

by Peter Jackson, photos by Peter Jackson

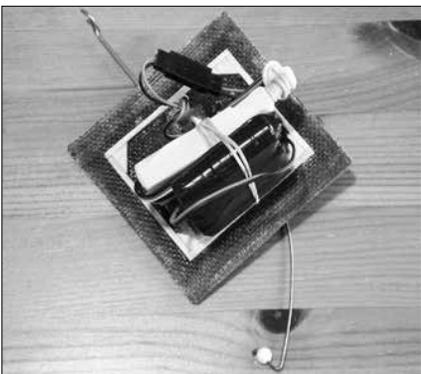
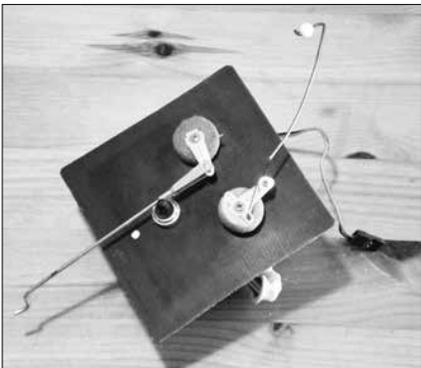
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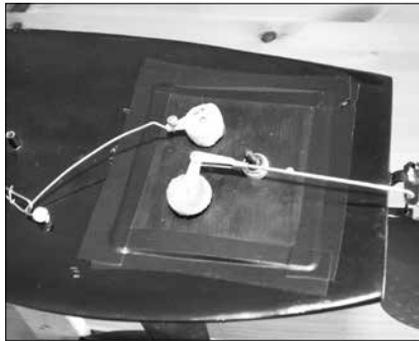
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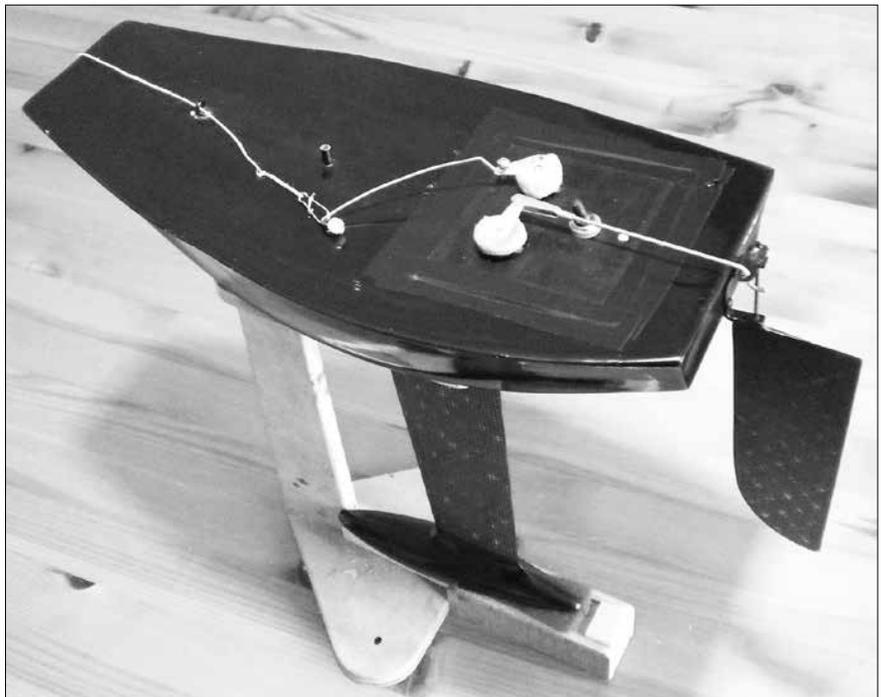


Waterproofing the servos.

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## About the author

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The cassette installed and taped on deck.

## The Problem with Low Resolution Images

by Rich Matt, Past Photo Editor

*Editor's Note: Getting great images was a passion for Rich, and he thoroughly enjoyed a dynamic cover photo. He was especially disappointed when an image was not usable because the original was taken as a low-resolution web image that could not be used for high-resolution print. Consequently he wrote and co-authored several articles to help members understand the need to set their cameras to take big, high-resolution images.*

Unfortunately, we receive many photos we would like to use but cannot because their resolution is too low. What is resolution? You won't see it on your monitor, but it is the number of Pixels Per Inch (ppi) in an image that determines resolution. In the example of these images, the original image was sent as an *Insert* (or copied and pasted) into the body of the E-mail message. Inserted images are automatically made smaller and converted to low resolution (lo-res)—the same resolution (usually 72 ppi) is typical of images on websites (so they will download quickly, but print poorly). They generally look fine on your monitor but just don't work. We need 300 ppi to print clearly.

You can easily determine the resolution of an image after you import it to your hard drive. With some systems you simply hover the cursor over the image icon, and a pop-up window will indicate Dimensions and Image Size in KB (thousands of pixels), or MB (millions of pixels). You usually have a usable image if your JPG image size is in MB. You get MB images by *setting your camera picture quality to its largest, finest setting*. You need a larger camera memory card (8-32 Gigabytes), but they are

now inexpensive.

Increasing the resolution in Photoshop and using imaging sharpening sometimes reduces the jaggies, but the image does not regain its detail and looks *muddy* and out of focus. For on-the-water shots, cell-phone photos, even from the new phones, generally do not work for print.

Please send original, high-resolution images as *Attachments*, so we can use those photos you would like to share with us all.



*This is an image, sent as an Insert in the body of the E-mail. It was received as a 44.4 KB JPG image (at 72 ppi—pixel dimensions 180x138).*



*This is the original hi-res image, sent as an Attachment to the E-mail. It was received as a 1.21 MB JPG image (300 ppi—750x565).*

## How to Write a Regatta Report

Start by reading some recent Regatta Reports to help you understand these instructions. Open a plain Microsoft Word document. Place the name of the regatta on the first line, followed by your name, as author, on the second line. Keep your document basic: no formatting, no Tables, no indents, etc. It helps to begin by filling in the details in the event Summary. The body of your report could include some of the Summary information in a narrative format along with other details and the *flavor* of the event. Your report should be no longer than 400 or 500 words. It is better for you to edit your report, rather than for us to *hack* the word count down to what will fit. Read past Reports.

The Summary is important because when we need to reduce page count, we will publish only the Summary and Results:

### Summary of (Regatta Name)

Class: Date:  
Location: Host Club:  
# of Entries: Winds:  
Races completed: Scoring System:  
Regatta Committee & Valuable Assistants:

This is the best way to recognize those volunteer workers who made this a real success.

### (Regatta Name) Results

Place Skipper Sail# Points or:  
Place Region) Skipper Sail#/Hull Points

List the skippers with their sail numbers and points in order of finish. Even if you only list the top 10 finishers in the results table, please submit

the names of all the participants, in order of finish; we now list the "Remaining finishers, in order of finish", so all participants can be listed in the Regatta Report. Separate the elements on each line with tabs: no spaces, or any other separators but tabs, please. Above all, no tabs or extra spaces to make your Word document look good. For NCRs or RCRs, you can expand to a Region) Skipper column, and a Sail #/Hull Type column. Just do not try to include more information than will fit in the 3.5" wide column format you see printed in the Regatta Reports section.

If you E-mail photos, do not *Insert*. It works *only* if you *Attach* original high-resolution images. Low-res Web images cannot be used in the print edition of *Model Yachting*.

That's it, short and sweet!

# Example Regatta Report:

## 2015 Victoria NCR

by Ron Stephanz

The NCR began with light winds and finished with stronger breezes. Through it all, Chris Macaluso dominated the fleet by winning sixteen of the 25 races. Walter House sailed fast and clean to finish second, narrowly beating Andrew Fox. Race Director Gar Bouse set a lengthy course, which offered many different options for the skippers. No follow-the-leader with this course. Did I mention the course was lengthy? Measuring in at 2,200 straight-line feet, many competitors were suffering from tired feet at the end of the regatta. Walking along with your boat was very much a necessity if you wanted to clear other yachts and round the buoys properly. Al Ross was overheard commenting that his phone had measured a six-mile day for just Sunday.

Positions at the top of the leader board were pretty well set by the end of racing on Saturday. Martin van Wolfswinkel made up ground on Sunday, passing Doug Fox to capture fourth.

Many thanks to all the regatta helpers who helped host a fine regatta.

### Summary of the 2015 Victoria NCR

Dates: September 26–27

Location: Huntsville, AL

Host Club: Rocket City MYC #228

Entries: 16

Winds: 3–10 mph

Races Completed: 25

Scoring: Low Point, with 4 throw-outs

Race Committee: **Gar Bouse**, RD; **Paul Wunsch**, Assistant RD; **Jesse Teal**, Scorekeeper; **Lindra Fox** and **Hunter Lambert**, Rescue Boats.

### 2015 Victoria NCR Results

Place	Skipper	Sail #	Points
1	Chris Macaluso	65	26
2	Walter House	302	83
3	Andrew Fox	11	86
4	Martin van Wolfswinkel	92	89
5	Doug Fox	922	101
6	Ron Stephanz	27	113
7	Al Ross	55	124
8	Mark Cooper	150	150
9	Eric Gregory	001	165
10	John McKinney	73	195

Remaining finishers: Dick Azzam, Bud Garcia, Robert Bijvoet, Ray Seta, Jim Howell, and Tom Kern.