

SeaWind Express

Issue 3

Official Newsletter of the SeaWind Class Owner's Association

Spring-Summer 2005

Eades Wins Second Region 5 Regatta in AZ

By Tom Williams — SeaWind #80

The 2005 Region 5 Seawind Class Championship was held Saturday, February 26th in Litchfield Park. Twelve participants braved the wonderfully sunny and breezy weather conditions. After the Skippers meeting the races began promptly at 10:00 AM.

The morning races featured light and variable winds that tested the skipper's skills. The wind changed direction and velocity many times during most races. The skippers finding clean air and the occasional puff were the most successful.

After the lunch break the wind stiffened to almost perfect sailing conditions. Although the heavier wind also brought more flotsam that had to be dealt with from time to time. Some of the skippers more accustomed to the brisk conditions were able to move up a few places in the

standings. Twelve races were finished with six different skippers having a first place finish. There were two throw outs allowed 1 in the first six races and 1 in the latter six races. Mike Eades (#89) finished first with very consistent sailing.

Mike also had the most first place finishes with 4. Tom Williams (#80) was able to secure second place with consistent high finishes in the second half of the races. Ben Kowaliski (#82) after being tied for first at the lunch break struggled and fell in the second half to finish third.

Jay Barnes (#2) after a slower than normal start, was able to sail strong enough the second half to land in fourth place. Special recognition is due for the out of state sailors that traveled to Arizona to participate, Bob Harmon from Texas and Aaron Roush from Kansas. The skippers handled themselves in a very courteous

manner throughout the day. There were a few protests called and completed on the water, and only a few 360's were turned for hitting or missing the mark. It was a very wonderful day of racing and a great start to the season.

REGION 5 CHAMPIONSHIP

February 26, 2005

Results

Place	Skipper	Points
1.	Mike Eades	23
2.	Tom Williams	28
3.	Ben Kowaliski	32
4.	Jay Barnes	44
5.	Rowland Stevens	54
	Dick O'Boyle	54
7.	Bob Harmon	60
8.	Steve Sherry	66
9.	Harvey Mickelson	67
10.	Richard Sauerbrun	84
11.	Aaron Roush	94
12.	Alan Morrow	110



Bob Harmon #37 and Steve Sherry #65 off to a great start with Ben Kowaliski #81 and Tom Williams #80 in hot pursuit. Jay Barnes #2 and Mike Eades #89 have mis-timed their starting line runs. This picture captures the excitement of the Region 5 Regatta.

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NEWS FLASH!!!

The SeaWind will be featured in an upcoming issue of the *Model Yachting Magazine*, the official publication of the AMYA. Release date is set for late 2005.

SCOA: *From the Secretary's Desk*

STATE OF THE SEAWIND COA

By Mike Eades – SeaWind # 89

The SeaWind COA continues to grow nicely despite a modest level of attrition. At the end of April there were 98 registered skippers with some 110 yachts. I am very pleased to see the increasing number of skippers joining AMYA to take part in our Class ballot and compete in Regional Regattas.

Current AMYA members stand at 80 while there were 8 lapsed AMYA members still on our books. Be sure to renew your AMYA memberships in timely fashion and remind Michelle that you

have a registered SeaWind. The Class Treasury is up to date and stands at \$285.03 after completion of the Class ballot mailing and purchase of new stock of logos.

I would like to thank all 48 members who took the time to complete and mail in their ballots although only 43 were current AMYA members and hence valid votes. The Class Regional Directors and I thank you for your continuing support and look forward to serving the Association for the next 2 years. The results of the voting on Bylaw amendments and Motions for Rules changes are summarized in the accompanying table.

The bylaws require a majority of 2/3rds of valid votes to approve any of these motions on the theory that there needs to be a clear mandate for change. Of the motions that failed only M1, the proposal to allow installation of cosmetic

SCOA Class Officers:

- Secretary.....Mike Eades
- Technical Advisor.....Ken Bauser
- AMYA Regional Directors*
- Region 1 (NE).....Ken Bauser
- Region 3 (SE).....Roger Wilkins
- Region 4 (Central)....Philip Sarelis
- Region 5 (SW).....Jay Barnes
- Region 6 (NW)....Doug Lanterman
- Newsletter Editor.....Andy Rust

fittings to be optional, gained over 50%. The message that “SeaWind skippers like their boats to look like real yachts and stay close to stock” was loud and clear.

The revised Bylaws and Class Rules are posted on the AMYA SeaWind Class page and also on the Resource Center web site. The way forward is set for the next two years so get busy building and racing your SeaWinds. *(Continued on Page 5)*

SEAWIND COA BALLOT 2005 - RESULTS

Validated Ballots Cast – 43

Minimum %For to Pass = 67

Officers

Class Secretary and Region Directors were elected unopposed.

Motions to amend the Bylaws

		For	Against	%For	P/F
BM1	Section 1.6 Amend the schedule for processing Class ballots.	39	0	100	P
BM2	Section 5.3 Clarify and bring into line with amended 1.6.	39	0	100	P

Motions to amend the Class Rules

		For	Against	%For	P/F
M1	Rule 4.4 Installation of cosmetic fittings to be optional.	23	20	54	F
M2	Rule 4.5 Clarification regarding modification of the hatch opening.	42	1	98	P
M3	Rule 8.2 Clarification to avoid conflict with 10.2.	43	0	100	P
M4	Rule 9 Standing Rigging – Clarification as to definition, permitted materials and attachment methods.	42	1	98	P
M5	Rule 10 Running Rigging - Clarification as to definition, permitted methods and fittings used for attachment and adjustment of length.	40	3	93	P
M6	Rule 11.3 Permit the type of servos used to be optional.	8	35	19	F
M7	Rule 12 Sails – Permit use of similar replacement sails from other supplier sources.	16	26	38	F
M8	Rule 12 Sails – permit alternative methods of attachment of mainsail to the mast.	12	31	29	F
M9	Rule 14 Sail Numbers and insignia – revision to incorporate the 6/1/04 Rule clarification as to permitted insignia.	43	0	100	P
M10	Rule 14 Proposal to allow a reduced size Class insignia on one side of the sail only.	17	26	40	F

Fleet Report: Air Capitol Model Sailing Club

By Andy Rust – SeaWind #25

The 2005 ACMSC racing season officially started on March 19, with the first annual Ice Breaker Regatta, which saw eight SeaWinds and four other boats compete. The ACMSC has a full schedule of activities planned this season, including the first-ever SeaWind Region 4 Championship Regatta, to be held June 3-5, and a unique distance race along with the regular schedule of club races.

In addition, the SeaWind fleet in the club continues to grow, with five new boats being added to the fleet over the winter, bringing our fleet numbers up to thirteen. The SeaWind continues to be the most popular and most successful (on the race course) boat in our club's One Meter Sport Class—collecting fourteen wins in eighteen heats (during two separate events) so far this season.

The skippers in our local fleet continue to improve, with the competition much more even and lots of close finishes. The fleet has unofficially adopted the SCOA rules, with all boats being compliant, even though the One Meter Sport Class rules do allow a substantial amount of



ACMSC SeaWind fleet (and a Victoria) make their way upwind.

modifications. Some of the most popular modifications currently being implemented on ACMSC SeaWinds are hatch improvements (a must in the breezy Kansas summers), magnetic on/off switches and jib boom height adjusters. One of the most welcomed additions to our local fleet is the addition of Brittany Cross, the

daughter of ACMSC skipper Dennis Cross. Brittany (who is a freshman in high school this year) has been helping her dad and the race committee at races for awhile, but recently her dad bought a second SeaWind and Brittany has been competing ever since. She'll likely be beating us old salts on the course soon!



The West Valley R/C Mariners cordially invite you to the

Seawind National Championship Regatta Phoenix, Arizona October 22-23, 2005

Early Registration: July 1 – August 31st

Late Registration: September 1 – 30th

R. S. V. P.

Practice and boat inspection: Friday, October 21, 1 - 4:00 pm.

Note: In October Phoenix, Arizona is WARM & SUNNY ALWAYS.....well almost always!

For more information please visit our web site: wvrcm.tripod.com

or contact: Commodore Rowland Stevens 4264 No. 103rd Ave #20 Phoenix, Arizona 85037

email: rowland2@lycos.com

phone: (623) 877-2750

Entry forms and formal NOR will be available by June 1, 2005, as above and on the Seawind

Resource Center US-SCOA web page and AMYA Seawind Class web page.

PHOENIX, ARIZONA



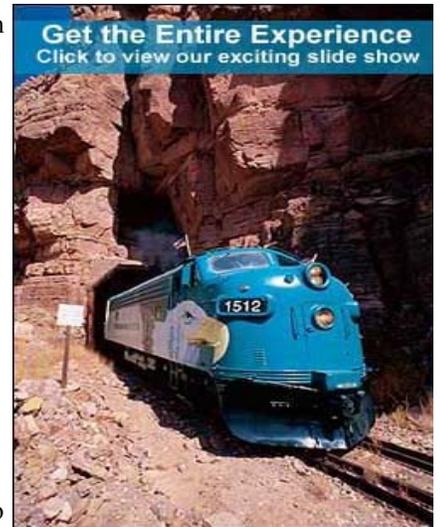
The site of the 2005 AMYA SeaWind National Regatta. A wonderful place to be on October 22-23, 2005 while the rest of the nation is getting ready for winter. Average temperature 87^o; but bring a sweater for our great evenings. The summer tourists are gone and our winter visitors are still packing to come. Visit anything without the crowds.

There are several reasonable hotels close to the Regatta site, and at the high end is the 4 star and famous “Wigwam Resort and Bobby Jones Designed Golf Course”, a couple blocks north of our lake. A place can be found to put your RV. If you need some help in finding a place to stay, please let us know. Our “winter resorts” are, of course, world famous. Even if you don’t stay in one and elsewhere; fine dining is easy to find to suite any taste; with many within 2 miles of our lake.

In the northeast corner of the valley, for extraordinary shopping, try Scottsdale’s 5th Ave shops. <http://www.arizonahandbook.com/scottsdale.htm>. Or perhaps, take a side trip up north. Spend some time with the Verde Valley Railway <http://www.verdecanyonrr.com/index2.html>. And then go another 30 minutes north to Sedona, for some extraordinary shopping that rivals Scottsdale’s 5th Ave while also enjoying its beautiful red cliffs.

Further north one finds Las Vegas and Lake Mead at the Northwest corner of Arizona. Flagstaff <http://www.flagguide.com> and Lake Powell beyond it are directly north; with the GRAND CANYON <http://www.nps.gov/grca/> in between them

To the south is Tucson, the quintessential southwestern town with Tombstone, “The town to tough to die”, in spite of Wyatt Earp, further to the southeast.



And it is true, the LONDON BRIDGE, now stands in Lake Havasu, on our western border, which is Colorado River below Lake Mead. <http://www.desertusa.com/mag98/aug/stories/lkhav.html>.

Likewise, comfortable water skiing can still be had on large Lake Pleasant on the edge of the Phoenix valley, 30 minutes north of our Regatta Lake. Back in the Valley: The world famous Heard Museum <http://www.heard.org/> with an extensive Indian collection,

among other things; the Arizona Science Center <http://www.azscience.org/> [a great place for kids!] and the Phoenix Art Museum <http://www.phxart.org/> are in downtown Phoenix and fairly close together.

But most relevant is that it’s the place for the *(Continued on Page 5)*



("Arizona" — from Page 4) Seawind Nationals. If you are thinking of acquiring a Seawind, as one who also sails 36/600's and Marbleheads, I and several of my skipper friends recommend it highly. It is a RACING SAILBOAT, capable of sailing in zephyrs of winds and no boat that I have seen handles high winds any better. Most of all.... The class rules do not allow performance-

affecting modifications, which results in very close racing, almost always depending on the skill of the skipper and not the boat.

We really enjoy our SeaWind racing here in the West Valley of Phoenix..... Get in some practice and join us! It would be great to see you. If you need information or need someone to make a local

contact for you or get some specific info, please just let us know.

West Valley RC Mariners web site:
<http://wvrcm.tripod.com>

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 (623) 877-2759
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("Secretary's Desk" from Page 2) 2005 is shaping up to be a busy year! Region 5 has already completed its Championship Regatta and Regionals are planned for Region 4, Wichita June 3, 4 & 5; Region 6, Sacramento July 31 and Region 1, Hop Brook, CT August 20. The Region 4 event in Wichita is shaping up to be a blast. ACMSC members are busy building SeaWinds and getting themselves registered for the fray and a few visitors from TX and AZ will be joining the mix. I encourage any SeaWind skipper who can to come join the fun.

Finally our first SeaWind National Championship is planned for Litchfield Park, AZ October 21/22/23. Litchfield Park Lake is an excellent sailing venue with close parking and deep-water launch. WVRM is an experienced and enthusiastic host Club. Arizona in the fall can usually be relied on to provide excellent weather. The area has a host of other attractions to make this a great fall vacation. Come on out and join the crowd!



Mike Eades (#89) leads Bob Harmon (#37) upwind at the 2005 Region 5 Regatta.

**2005 SeaWind Region 6
 Championship Regatta**

Hosted by the..

Sacramento Model Yacht Club

Sunday July 31, 2005

Folsom State Recreation Area — Lake Natoma
 Sacramento, CA

Registration will begin at 8:30 a.m., with the last race beginning no later than 3:30 p.m.

For Information Contact:

Jeff Romero
 3204 Stope Drive
 Placerville, CA 95667
 (530) 622-6455/smyccommodore@yahoo.com

**2005 SeaWind Region 1
 Championship Regatta**

Hosted by the..

Housatonic Model Yacht Club

August 20, 2005

Hop Brook Lake — Waterbury, CT

For Information Contact:

Ken Bauser
 32 Woodstock Lane
 Waterbury, CT 06704
 (203) 575-9882

KBsails@aol.com

Do-It-Yourself Traveling Case for the SeaWind

TECH CORNER

By Bob Harmon — SeaWind #37

Here's a relatively inexpensive case to take your SeaWind on trips or check it on a plane as luggage. I've made several trips with the SeaWind with nary a scratch. Several co-sailors have commented on my solution, so here it is.

Gather the Necessary Materials.

1. One-under bed plastic storage case ~42"x19" x 7". I have bought them at WalMart and Home Depot but have seen them other places as well. They typically run \$10-\$20 but can be found on sale. NOTE: Check the size as they vary by manufacturer. The key is to find one with an inside diagonal measurement of at least 41". The other measurements are not as important. The one I am currently using is by Rubbermaid

2. High density foam. You can find it as upholstery shops or fabric shops that sell upholstery supplies. If you are lucky, you can salvage some from an old sofa or foam mattress! Yuck! Also search in the



Foam with cut-outs for the hull, transducer, keel, rudder and accessories.



The packed completed case ready to travel to the next regatta.

yellow pages under Foam. I was lucky to find a distributor that had 4'X 8' sheets. (This is ample for two boats). Price can vary depending on the quality/density. If you can get the dealer to split the 4' x 8' sheet, fine. Otherwise, find someone else to split the cost. Expect \$50+ for a 4' x 8' sheet. What you want is a fairly dense soft foam 2 1/2" thick. It's the type typically used to pack instruments

3. The only thing else you need is 12' nylon webbing and connectors, Six 1/2" long #10 or #12 machine bolts and nuts, 12 fender washers to fit the machine bolts, and a 5 pack of single edge razor blades. (You can use an exacto knife but I find the razor blades easier to work with.) You can find these last parts at your local hardware store.

Time To Build!

1. Cut off the wheels on the storage box with a pair of wire cutters! Baggage handlers "love it" when your case keeps sliding down the ramp while trying to load a plane.

2. Cut two pieces of foam to fit the box. Easiest was is to turn the box upside down over the foam, mark around the box with a felt tip, measure the lip of the box, and cut

inside the mark the distance of your measurement.

3. Place the boat hull down on one of the foam pieces you just cut so it fits. (Removing the rig helps!) Depending on the size of the box, it will probably be at an angle. Take your marker and draw around the deck. Watch that you don't mark the hull!

4. Cut completely through the foam following the mark you just made. Try to keep the cut as vertical as you can. Save the cutout piece, you will need it later.

5. Place that piece on top of the second piece of foam so that they line up and trace the outline of the hull hole you just cut out onto the bottom sheet. Set the top piece with the hole aside for a minute.

6. Place the boat deck side down on the bottom piece and check the outline to insure the boat fits within it. Press down slightly and remove the hull. Note the indentations where the wheels were and cut a rectangle (or oval) about 1" away from the indents. Cut all the way through the foam. From the bottom side of the foam, measure the (Continued on Page 6)



The bottom layer of the case with the boat, transmitter, keel, rudder and accessories

(“Tech Corner” from page 6) distance from the bottom of the foam to the wheels, then subtract $\frac{1}{4}$ ”. This is to insure that the wheels don’t hit the bottom of the box when you cut out for the hull.

7. Now on the top of the second piece, (Where you have the hull marked), cut down around the outline the distance (measured $-\frac{1}{4}$ ”) you made in step #6. Again try to keep your cut perpendicular to the foam.

8. NOW THE HARD PART! Remove the layer of foam that you just cut around. Starting from the bow helps. Try keeping the layer as even as possible. (See fig 1.) Watch the depth of the cut around the edge to insure that you are not going too deep. You can always go back later and trim down any high spots with a fresh Razor blade held as level as possible.

9. Place the hull deck side down in the indentation you just cut out and check for fit and that the wheels do not project through the foam. If done right, you should have the $\frac{1}{4}$ ” clearance. Press down slightly so you get an indentation where the winches etc. are positioned, remove the boat and cut out slots or holes for the winches.

10. Position Radio, keel, rudder, battery

pack and anything else you want to carry on the open areas around the hull opening. Outline with a marker and cut out a layer to hold the item.

11. Put the boat back in position and place the second piece of foam on top. Take the piece of foam you saved in step 4

and cut it lengthwise (bow to stern) down the middle. Trim each half so it fits on each side of the boat and level with the bottom of the hull. It’s best to 1st just cut off a wedge from the top centerline edge to the bottom outside edge. You can just use this wedge or try to scoop out the inside of the wedge to fit the contour of the hull.

12. Remove the top $\frac{1}{2}$ of the mast and lay it on one side of the boat. Outline and cut an indentation for the mast and spreaders. (Optional) Position the bottom $\frac{1}{2}$ the mast with the boom still attached and the jib on the other side of the boat and cut indentations for them. Remove or leave the foam out of the case for now.

13. Cut two pieces of the webbing to go around the case leaving about 6” – 8” of overlap. Put on the end connectors and strap around the case. Put the boat cradle on top of the case and position the straps so that one strap is just above the bottom cross piece of the cradle and the other is through the loops. Pull the webbing toward the ends of the case so that the cradle is pulled fairly tight.

14. Cut a piece of leftover webbing to go between the two straps on one side of the case. This is for *(Continued on Page 8)*



The underside of the top layer—note the cut out for the hull

SeaWinds on the World Wide Web:

Class Resources

AMYA SeaWind Class Page.....www.amya.org/seawind
 SeaWind Resource Center.....www.seawindrc.com

US Clubs/Fleets

West Valley RC Mariners.....www.wvrcm.tripod.com
 Sacramento Model Yacht Club.....www.smyc.us
 Naples Model Yacht Club.....www.orgsites.com/FL/NMYC
 Air Capitol Model Sailing Club.....www.acmsc.org
 Ann Arbor Model Yacht Club.....www.annarbormodelyachtclub.org

Retailers

Tower Hobbies.....www.towerhobbies.com
 Kyosho America.....www.kyoshoamerica.com

SEAWIND EXPRESS

We're always looking for interesting and exciting photos of SeaWinds and SeaWind-related stories and articles for possible publication. Photos should be in the form of .jpg files, and articles should be in MS Word format (Times New Roman—10pt type). Please send all items to:

nacra521499@yahoo.com

(“Tech Corner” from page 7) the handle.

15. On each side and the bottom, take a hot soldering iron (or drill) and make a hole through each strap and the case. I prefer using a soldering iron because it seals the edges of the webbing as it melts through. You can also run the hot iron along the cut ends of the webbing to melt them slightly to prevent fraying.

16. Bolt the webbing to the case with a fender washer inside the case and one outside the webbing. (See fig 2.)

17. Put the pieces of foam in the box and decorate the outside of the box with your leftover SeaWind, Futaba, HiTech or other favorite sailing decals. I also put a business card (or address card) covered with your leftover SeaWind, Futaba, HiTech or

favorite sailing decals. I also put a business card (or address card) covered with clear packing tape on the box “just in case”. Fig.3 shows packing the top layer and Fig.4. Packed and ready to go.

You are now ready for that next road or plane trip to those regattas you always wanted to attend but didn't know how to get the boat there. Good sailing!

**Fleet Report:
Naples MYC**

By Frankie Novak — SeaWind #27
and
Ole Kistler — SeaWind #30

The Naples MYC officially adopted the SeaWind class in October 2004. Each Tuesday from 10:00 AM until noon was reserved for the SeaWind class. The first day of scheduled practice was held on October 26 and was attended by founding members Ole Kistler, Fleet Captain, Frankie Novak, Secretary, and Dick Mulvey along with two new members, Tom O'Malley and Roger Wilkins, who was honored as Region 3 SeaWind Director.

NMYC has two major pond locations with nearby parking. The pond facilities were excellent with permanent buoy markers strategically located to accommodate different wind directions.

On the first day there was a lot of shouting and ballyhooing as the fast SeaWinds rounded far out marks. Each Tuesday as the season progressed, SeaWind Skippers became more proficient. Because SeaWind racing yachts exhibit extremely well matched performance, it became apparent

that skipper sailing experience and tuning skills play the major role in race outcomes.

Official counted races began on February 1st 2005. The fleet experienced a full variety of wind conditions from drifters to stiff blows. The SeaWinds performed well under the very light to strong breezes with gusts over 12 MPH. For the most part, no reliability problems were encountered with any SeaWind. Earlier in the season there were a couple instances of water entry or low battery condition. The year-end Champion was Dick Mulvey, a close second went to Ole Kistler and Frankie Novak was third. Everyone had a fun season and the most improved sailor was Tom O'Malley.

During the season the SeaWind roster increased to eight, with the addition of new SeaWind skippers Dave Grozier, Dave Broadfoot and Jake Blaz. All of the SeaWind Sailors are satisfied with SeaWind capabilities and look forward to the next season and a growing fleet roster.



NMYC's Dave Grozier (#67) and Kieth Radcliffe (#87), a visitor from the Sacramento Model Yacht Club confer.

