

SeaWind Express

Issue 7

Official Newsletter of the SeaWind Class Owner's Association

Spring-Summer 2007

Loesch 'Swamps' the Competition at ACMSC Ice Breaker Regatta

By Andy Rust — Seawind #25

The 2007 Icebreaker Regatta for Seawinds was held on Saturday and Sunday, March 24-25, 2007 in Wichita, Kansas and hosted by the Air Capitol Model Sailing Club. Going into the event, nine competitors from three states (KS, TX, MN) were registered to race for the right to claim the AMYA's green chevron decals.

Saturday, March 24

Competitors began arriving at the pond at around 10:00am, with a strong South/Southeast wind building. By the time racing actually began at about 12:15 (instead of the scheduled 12:00—a short delay was called for while regatta organizers searched the park in vain for a more 'protected' alternate body of water), the winds had built to around 20 mph, with gusts near 30 mph.

After a brief skippers meeting, the starting sequence for the first heat began, with all nine competitors on the water. However, by the time the countdown got



Bob Piper's #465 and Jerry McBride's #37 submarine in the strong Kansas winds.

got to zero, only 3 competitors still had control of their boats, with two skippers eventually having to rescue their wayward boats from the opposite shoreline. Due to the large number of 'casualties' in the first attempt, it was decided by all that a general recall was in order. After another short discussion session to determine the

best plan of action, it was decided that another heat would be attempted. This attempt only yielded slightly better results, with five boats making it through the starting line, but only two boats actually finishing the heat. Scott Loesch (#46) from the host club and Fred Ferris (#71) from Burnsville, (*Cont. on page 4*)

Desprois Crowned AZ Champion

By Mike Eades — Seawind #86

A beautiful Arizona morning greeted skippers assembling for the 2007 SeaWind Class State Championship Regatta hosted once again by the West Valley R/C Mariners (WVRCM) club February 24th at Litchfield Park Lake. Weather forecasts promised northerly winds at 5-15 mph shifting around to westerly as the day progressed with cloudless skies and temperatures in the mid 60's. Eighteen skippers pre-registered so we elected to go with the Odd-Even Heat Management System. Unfortunately two skippers had to withdraw early and we had two no-shows, leaving 14 competitors, but we decided to

continue with heats to try out the system. After a brief skippers meeting and a draw for first heat allocations, Race Director, Ralph Canfield and Scorer, Tom Campbell got racing underway promptly at 10:00 am. Dennis Desprois and Jay Barnes quickly showed the shape of things to come as they took the first places in the first race odd and even heats respectively.

Wind conditions varied enormously throughout the regatta with directions from all points of the compass, even during the course of heats, and strengths from knock-down puffs to windless holes making for very challenging sailing. Eleven races of two heats (*Continued on p. 5*)

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SCOA: *From the Secretary's Desk*

By Mike Eades SeaWind #86

At the fourth anniversary of AMYA sanction I am very pleased to report that the SeaWind COA is in very good health. Over the past year I received 52 new yacht registrations (\$364.00), 21 in the last quarter alone, and spent \$308.23 of which \$244.31 was for the bi-annual class ballot and the remainder for general stationery, postage, registration cards and "S" sail logos leaving the class treasury at \$500.04 and membership at 159 of whom 115 are members of AMYA.

2007 Class Ballot

Ballot packages were mailed to some 150 registered owners. I received 66 validated responses from AMYA members (>65%) and a few others from non-members. The slate of Officers and the Motion to amend the Bylaws to follow AMYA recom-

mended fees for yacht registrations and transfers were approved without opposition. The Motions to amend the Rules, to allow replacement of the rigid vang rod (Part #37) with an adjustable rod assembly and to clarify acceptable alternative batten materials to allow any materials of the same length as kit battens and of uniform cross-section, were both approved with over 94% of valid votes. Revised Bylaws and Class rules, effective April 1, 2007, are posted on the SeaWind Class page. Let's welcome new Region Directors, Ole Kistler, Andy Rust and Devry Garrett and offer grateful thanks to retiring directors, Roger Wilkins, Philip

Sarelis and Jay Barnes who will all remain active in the Class but have their hands full with other endeavors.

New Seawind Carbon Edition

Kyosho surprised us all by introducing a new Carbon Edition SeaWind in late 2006 and US supplies began arriving in early March. The standard ABS version is still the main stay and it is not yet clear whether the CE will be a limited production run or not. The SeaWind CE has a CF/resin hull with an integral glass fiber/resin deck, covered with a gel coat so no painting is required. The hull also includes the keel slot insert as an integral part of the hull.

All other parts of the kit are the same as for the ABS version. The main differences are the lighter hull weight (~13 oz less?) and the higher price (\$400 more!). The question was immediately posed as to whether or not the CE was class legal? When the Class Rules were originally drafted they took into account the existence then (since discontinued) of the SeaWind SE, a fiberglass/resin version some 8 oz lighter than the standard ABS boat. Rule 15.1 Weight provides that, "Weight shall be not *(Cont. on page 6)*

SCOA Class Officers:

- Secretary.....Mike Eades
- Technical Advisor.....Ken Bauser
- AMYA Regional Directors*
- Region 1 (NE).....Ken Bauser
- Region 3 (SE).....Ole Kistler
- Region 4 (Central).....Andy Rust
- Region 5 (SW).....Devry Garrett
- Region 6 (NW).....Doug Lanterman
- Newsletter Editor.....Andy Rust

2007 Nationals to be Hosted by Sacramento MYC

Located just east of Sacramento on the South Fork of the American River is Lake Natoma in Folsom Lake State Recreation Area, the site for the 2007 SeaWind National Championships. The SeaWind Nationals will be a three day event beginning on Friday, September 28th for practice with racing on Saturday and Sunday. The end of September is typically beautiful but temperatures can vary with lows in the 50's and highs in the 90's.

The city of Folsom boasts unlimited shopping, a small Zoo Sanctuary, Folsom Lake, theatres and great places to eat, especially in Historic Old Town Folsom. Drive up HWY 50 to Hwy 49 and explore the Gold Country with Sutter's Fort, Sutter's Mill, Placerville, Coloma and all the quaint old towns. Lake Tahoe is also within an hour and a half drive time. South about 3 hours is Yosemite National Park. West about 100 miles is San Francisco. Come out and join us for some friendly competition. The Sacramento Model Yacht Club looks forward to seeing you.

2007 SeaWind National Championship Regatta

Hosted by the...

Sacramento Model Yacht Club

Friday, September 28th – practice

Saturday, September 29th – racing

Sunday, September 30th – racing

Folsom State Recreation Area – Lake Natoma
Sacramento, Ca.

For Information Contact:

Jeff Romero

530-622-6455

smyccommodore@yahoo.com

Try these links for more info:

www.hotels-rates.com/Sacramento/CA/usa/

www.folsomchamber.com

www.calgold.org/

www.yosemite.com

www.onlyinsanfrancisco.com

An American Seawind Skipper in the Land of the Rising Sun

By Bob Harmon — SeaWind #169

It's a perfect day, the weather is nice, the SeaWinds are racing across the water, the smell of a grill in the background, so what could be more perfect? But, Wait! I'm half-way around the world, the cherry blossoms are coming out, Mt. Fuji is in the background, Squid is on the grill and I can't understand a single word of the countdown. Welcome to the RC sailors from "Gotemba FHF RC Club" in Gotemba-city, Shizuoka-prefecture, Japan.

I arrived in Japan on March 11th and immediately contacted Akio Utsumi (better known as JPN to forum readers. He said that they were sailing Sunday 16th but to come down Saturday and we could go sail on his big boat and practice with the SeaWinds. Akio sails a self designed 43' racer/cruiser he had built in

other members, and comparing notes on rigging and adjustment we finally got around to sailing. The day was perfect

boat. The deck and hull also seem to have a lot of flex. The Japanese boats also allow Jib counter weights, Jib topping lift, and do not require the plastic wheels or winches. After a good day of sailing, I said goodbye to my new Japanese friends and caught the train back to Yokohama.

Cherry blossom festivals and other things canceled the next few weeks of sailing but on April 16th, I headed to Gotemba for the monthly regatta. This time we sailed at a pond at the Fuji Speedway. The Fuji speedway is a world class facility with multiple tracks that race everything from Formula 1 to motorcycles. The Fuji pond is quite unique?? It is located at the bottom of a big pit (think strip mining) and is maybe 200' or more below the surrounding ground. It provides very interesting sailing. You have dead calms, screaming reaches, beating, running, and knockdowns. And that is just the first leg! It is quite challenging and great fun. If you ever sail here, try to cover the fleet and be prepared for anything from any direction. I really don't think it would make (Cont. on page 5)



Gotemba skippers watch their boats at Kadioke Lake.



Carbon Seawinds head upwind at Kadioke.

New Zealand out of the Port of Shimizu, Japan. It was cold and windy so we decided to forgo the big boat and just hang around the slip.

The wind let up somewhat so Akio, and friends (Rikyia Ishiyama and Fumitaka Ochiai) and I got in a couple of hours practice time with the SeaWinds. After dinner and a few beers Akio, Riky, and I slept on the boat. Sunday dawned bright and sunny so the three of us headed to Numazu to meet up with the Gotemba Club. The Kadoike Pond in Numazu city is a perfect race venue. It is actually in a park with big open spaces and lots of cherry trees. After rigging the boats, meeting the

as described previously. There was a local election so only three additional members were able to make it. But, Akio had brought his new Carbon Edition and the three Gotemba members all had Carbon Editions so I was looking forward to seeing how they sailed. Bottom line is that

the Carbon hull looks nice but IMHO not worth the price. Pacing and racing with the Carbon boats I could see no difference in speed. There also appears to be some manufacturing problems. The turning block for the sheets pulled out of the fiberglass deck on Mr. Sadao Ueshima's (the Gotemba Fleet Captain)



Yes, that's SQUID on the grill!

(Icebreaker Regatta — cont. from p. 1) Minnesota showed signs of things to come, as they successfully navigated the white caps and 30 mph plus gusts to be the only two boats to finish. Unfortunately Brett Hudson (#56) had his sail servo lock up and was forced to withdraw from competition at that point.

With only one official heat conducted, the group decided that it would be best to put a temporary halt on racing until later in the afternoon, when it was hoped that winds might diminish. This also gave skippers such as Bob Piper (#465) from Texas, the chance to make an emergency run to a local hobby store to purchase a replacement sail servo after his failed shortly after the start of the first heat. It also allowed people to contemplate



The fleet makes it's way upwind.

possible changes to their tune-ups and rigs to try to compensate for the extremely strong winds. Six of the original nine competitors met back at the agreed time of 4pm, and three additional heats were conducted, this time with far better results

(only one of the six failed to finish a heat during this time). With daylight dwindling along with battery packs and skipper's patience and energy, racing concluded for the day and five of the six remaining skippers headed to a local Mexican restaurant for dinner and fellowship. Before everyone headed out, regatta organizer Andy Rust (#25) suggested that everyone plan on meeting back at the pond for an early 8:00 a.m. start on Sunday, an idea which ended up being a good call.

Sunday, March 25

Seven of the nine original competitors arrived at the pond on Sunday morning eagerly anticipating more manageable

wind conditions, and their wishes were granted with winds at around 15 mph from the South. Once racing began, Scott Loesch, the race leader after Saturday began to once again sail a masterful series, scoring a total of 10 bullets in the eleven heats completed on Sunday (13 first place finishes out of 15 overall for the regatta). Scott was virtually unstoppable, recovering quickly from the occasional 'submarine gust' and seemingly out pointing every boat in the fleet en route to a commanding first place finish with 12 points. Hot on his heels for virtually the whole regatta was

Minnesota's Fred Ferris, who scored one 1st place, nine 2nds, and two 3rd place finishes in the regatta— for 25 points overall. One memorable fact about Fred (other than the fact that he drove the furthest to attend this regatta) is that he finished each and every heat of the regatta, which was quite a feat indeed.

Rounding out the top three was the 2006 Region 4 Champion Bob Piper from Lewisville Texas. Bob is an honorary member of the Woodlawn Sailing Club's (San Antonio, Texas) 'Pirates' and he definitely showed some pirate spirit when he 'sailed' past fellow Texan Jerry McBride (who was in third after Saturday's racing) in the standings to place 3rd with 35 points. Bob overcame his early sail servo issues to sail a solid regatta. One of the brightest spots in the entire regatta was the success of Jerry McBride (#37) from Dallas, Texas. Jerry was competing in only his second AMYA/chevron Seawind regatta, and he showed great poise and tenacity throughout the event. Not only that, but he picked up a bullet in heat 3, a 2nd place and several 3rd place finishes to place fourth

with an overall score of 43 points. In fifth place was Andy Rust (#25), with 55 points. Despite four DNF finishes during the regatta, he managed to place third in heat 13. Just behind Rust in sixth place with 73 points was Seawind newcomer Sam Forman (#444) from McKinney, Texas. Sam has only been sailing Seawinds for about three months but is steadily gaining experience and familiarity with his boat. Look for him to be a growing 'threat' in the LLYC fleet in the coming months and years. Rounding out the field of seven was Dick Rust (#49) from Wichita with 105 pts. Unfortunately for Dick, the high winds and choppy seas proved to be too much for his boat, despite a valiant attempt on Sunday to re-enter the race. Unlike Dick, two other competitors who had registered and intended to participate were also forced to withdraw from competition after the first day. Along with Brett Hudson (mentioned earlier), and two 3rd place finishes in the regatta— for 25 points overall. One

A sincere 'thank you' must be extended to ALL of the competitors at this year's event. The conditions they experienced—particularly on Saturday were beyond the usual threshold for 'normal' Seawind competition, but everyone conducted themselves in the most friendly and courteous manner. In addition, another thank you must be made to the four out of town (and out of state) competitors that drove to Wichita for this event. Your presence made the racing more competitive, but more importantly much more fun.

2007 Icebreaker Regatta — Results		
Pos.	Skipper/Sail #:	Pts.
1	Scott Loesch/46	12
2	Fred Ferris/	25
3	Bob Piper/465	35
4	Jerry McBride/37	43
5	Andy Rust/25	55
6	Sam Forman/444	73
7	Dick Rust/49	105

(AZ State Champs — Cont. from p.1) each, allowing one throw-out, were completed before 4:00 pm with a 30 minute breakfor lunch.

Dennis Desprois gave a clinic with a string of consistent finishes, 12 points and a well deserved repeat Championship win. Jay Barnes was also in fine form and was second with



Steve Sherry (#65) leads the pack around the weather mark.

17 points. Mike Eades, who seemed to find most of the windless holes around the marks and even hit a few and missed a few marks, was always playing catch-up and narrowly squeaked out a third place with 25 points over the much improved Harvey Mickelsen in the last heat of the day. The real story however was in the

rest of the field which included a number of skippers racing in their first formal R/C regatta, although some are experienced big boat skippers. Only a

mere 17 points separated 5th and 14th! There were lively battles at all levels in the field. The Odd-Even system was pronounced a success, requiring all skippers to sail the

same number of heats and allowing everyone to get their chance against the best, while affording opportunities to learn by watching the other heat in action.

WVRCM Commodore Rowland Stevens handed out AMYA green chevrons and event plaques to the first six place

AZ State Championship — Results

Pos.	Skipper/Sail #:	Pts.
1	Dennis Desprois/106	12
2	Jay Barnes/2	17
3	Mike Eades/86	25
4	Harvey Mickelsen/115	26
5	Peter Jennings/89	36
6	Dick Faust/120	41
7	Rowland Stevens/22	44
8	Steve Sherry/65	44
9	Jerry Lindner/81	44
10	Dennis Poole/174	45
11	Ronnie Wood/130	46
12	Nick De Angelis/134	49
13	Art Burkette/144	50
14	Lee Sherry/172	53

finishers and thanked Ralph and Tom, for their sterling work running the event smoothly and Purser, Barbara Ruhnke-David, for providing the plaques, drinks and snacks, who made the event enjoyable for all competitors.

(American in Japan — Cont. from p.3) a difference which direction the course was layed out. The starts were upwind, downwind, or reaches. Each Start was different and the marks never moved I never want to hear the guys at ACMSC Wichita, Ks. complain about sailing in a hole any more. This time there were all 5 Carbon Edition SeaWinds, 2 ABS SeaWinds and a couple of other boats. Mr. Sadao Ueshima brought a custom 36" model he designed himself that was very fast. Again, there appeared no marked differences in the CE boats. Everyone had a great time! It was really a fun and challenging place. If you ever get a chance to sail here, do it just for the fun time. After the Sailing, we stopped by the main grandstand to watch some ongoing Vintage Car racing. We then headed to the air field where several of the members showed great prowess with their planes. The Gotemba club was originally started to fly

RC aircraft and has just recently gotten into the sailboat. It remains primarily an aircraft group. I was present for the



The boat preparation area at the Fuji sailing site.

maiden flight of a Corsair built by Mr. Kurahashi. The flight was successful but he complained that something was not quite right. After landing it was discovered that the propeller was hitting

the cowling and that both sides of the propeller were burnt nearly in half from the friction. As it was time to head for my bus, I had to say goodbye and thanks for the great time.

If you are ever in Japan, the "Gotemba FHF RC Club" is a great place to visit. Only a few members speak English but the language of sailing is spoken everywhere. I found the people very friendly and a lot of fun to compete with. I want to thank Mr. Kurahashi (President of the club), Mr. Sadao Ueshima (Fleet Captain), and the other members of the Gotemba Club: Yamada, Hiroshi, Takahashi, Minamijima, and Kirikawa for their friendship and hospitality. I also thank Mr. Minamijima for driving me around and especially thank Mr. Akio Utsumi for all his time, hospitality, and assistance while I was in Japan. I look forward to returning.

—'Texas' Bob

(Secretary's Desk — Cont. from p.2) less than 6.5 pounds ready to sail. Correction weight shall be placed aft of the mast and not more than 2 inches aft of the keel tube below the deck and no lower than the top surface of the servo mount." Accordingly the SeaWind CE can be made class legal by weight correction as provided in Rule 15.1. While the location of correction weight placement is specific there is no limit on what should be used and how it should be secured; room for ingenuity? Just a suggestion; ¼" lead wire, available from fishing supply stores, weighs roughly 0.3 oz per inch.

Reliably accurate boat weighing?

While boats have been weighed at Regional and National level regattas the advent of the CE will put increased pressure on Regatta Directors to make sure they weigh reliably and accurately. This was brought to my attention when the weight of my boat, recorded at the Region 5 regatta was approx 6 oz lighter than recorded earlier at the NCR. With the help of some welcome advice from Larry Ludwig and Brig North, some web research and some comparison test weighings, I can recommend a couple of scales that provide an appropriate level of accuracy and reliability for our purpose. Laying the boat on its side (indoors if possible) with the fin across the scale platform is preferred, but placing a piece of foam board and a boat stand on the platform and setting the tare is also acceptable. The MyWeigh Ultraship 35 (35 lbs x 0.2 oz), cost under \$50 including shipping, provides acceptable accuracy at low cost and has a nice feature in that the

display section can be separated from the platform by a 3 ft cord to allow room for a base board and boat stand if



The new Seawind Carbon Edition.

needed and still easily read the display. For more precision a Pelouze Model PS20DL (20 lbs x 0.1 oz), cost under \$100 including shipping, is excellent but the display is not detachable. Other scales may very well be acceptable but need to be checked for accuracy and reliability before use. (By the way, the true weight of my boat is 6 lbs 14.8 oz.)

Japanese Seawind Skippers

Through the SeaWind Resource Center Forum we have opened up a dialog with the Japanese SeaWind skippers headed by Akio Utsumi, their current National Champion. This is proving extremely valuable, especially through the period when the SeaWind CE was being introduced, as they were able to give us advance information before they appeared in the US. They also have direct contact with Kyosho which will complement

our local US contact through Cort Vallens. Our roving envoy, "TexasBob" Harmon, has met and sailed with the group while in Japan on business and has filed a report for us.

New Fleets

I am delighted to report some new SeaWind fleets that are welcoming new members. The Chesapeake MYC, contact Clarence Alston (gclef102@cox.net), sails Sundays, 1 pm to sunset, at Oak Grove Lake Park, Chesapeake, VA. The Central Florida MYC (excellent web site www.sundaysloopers.com) sails each Sunday at two sites north and east of Orlando. The Asheville NC MYC, contact Jim K r a n s b e r g e r (kransberger@charter.net), sails at Beaver lake. A new group, not yet an official AMYA Club, is

forming in the Anderson, SC area and sailing on Lake Hartwell, contact Neal McGrath (mcgrath_n@bellsouth.net). I look forward to hearing of their exploits later.

Regatta Schedule & Results

I have accepted a bid from the Sacramento MYC to host the 2007 SeaWind NCR which will be held on Lake Natoma, September 28-30, check this link for all regatta information (www.smyc.us/event.asp). The Region 1 Championship will again be hosted by the Housatonic MYC, CT, August 25 and the Region 5 Championship will be hosted by WVRMC, Litchfield Park, AZ, November 8-10. Congratulations to Ole Kistler who repeated his form as Champion of the Naples MYC SeaWind winter series and to Dennis Desprois who retained his AZ Championship title.

SEAWIND COA BALLOT 2007 — RESULTS

Validated Ballots Cast = 66, Minimum % For to Pass = 67

Officers:

Class Secretary and Region Directors were elected with no votes against.

Motions to Amend By-Laws:

BM1	Section 4.2 Amend the Registration Fee to follow fee levels set by AMYA.	For 66	Against 0	% For 100	P/F P
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Motions to Amend Class Rules:

M1	Rule 8.2: Allow replacement of the rigid vang rod by an adjustable rod assembly.	For 62	Against 3	% For 95	P/F P
M2	Rule 13.1 Clarification as to acceptable alternative batten materials	For 60	Against 4	% For 94	P/F P

Prototype Hatch Sliding Hatch Cover Design

By Darrell Krasoski — Seawind #176

Several weeks ago I purchased a new ABS Seawind and went racing. The boat had never been in the water and was raced box stock, including the stock hatch cover gasket (sieve). The winds were 10-15 kts and as experienced Seawind skippers should know the result, a great deal of water penetration. I knew from reading previous articles that this would happen, but, I wanted to experience it first hand.

The solutions published for new hatch covers were all quite good and seemingly very effective; however, they required some work to remove and a degree of skill to implement. I started in RC sailing with a Victoria and still race her every weekend and it is quite wet boat but has a reasonably effective sliding hatch. While thinking of a simplified hatch cover I decided to install a variation on the sliding cover theme. Last weekend with my new hatch cover I sailed in 10-15 gusty knots and lot of submarine time. After an hour and a half of practice and racing I opened the hatch and found about half a shot glass of water (a standard unit of measure in our club) in the boat, winning two of the three races we raced in our class. This article is about the building of the prototype hatch and on how it might be improved.

Materials

- 1 Pkg. Evergreen Scale Models Strip Styrene (pack of 5 strips) .125"x.25" @ \$2.59 – enough for 5 boats
- 1 Pkg. Evergreen Sheet Styrene .060 thick @ \$2.99 – enough for two boats.
- A bit of 30 min. epoxy
- Tube of 100% Silicone, not bathroom caulk (Optional).

Tools

- Exacto Knife
- Ruler
- Pencil

The Basics

It appears that the thickness of the Seawind hatch rim is 1/16th inch above the deck and about 1/4" wide. I assume that this is a pretty consistent dimension across most boats. With that as a start I generated *Figure 1*.

Construction

I started by cutting the 1/8th x 1/4 strip into pieces to run around the outside of the rim. I mitered the corners for a fairly close fit. After a slight sanding

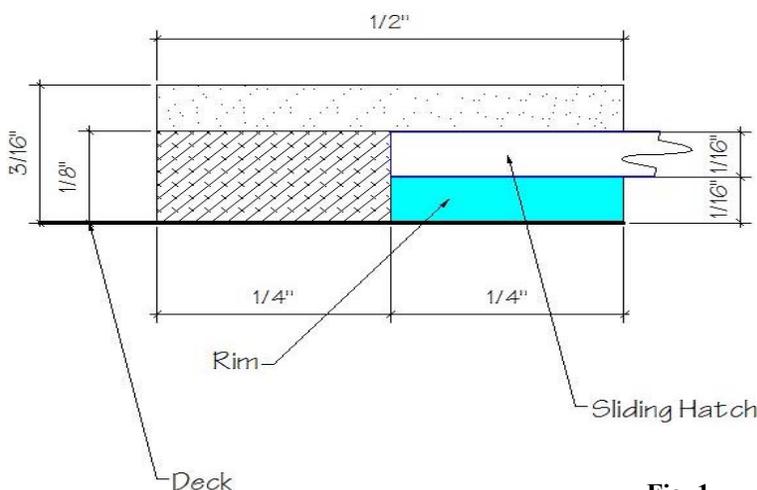


Fig. 1

(roughing) of the area, I then glue the pieces down with 30 min. epoxy and filled the joints with gap filling CA.

Next, I cut the 1/16th sheet to the size of the outside of the rim so it was snug against the glued in pieces *Figure 2*. The styrene sheet can just be scored with an Exacto knife and it will snap cleanly at the cuts. I glued a small piece of the 1/8th x 1/4 to the back edge of the sliding hatch

to allow ease of opening. The next step has to cut the 1/2" wide roughly "U" shaped top retainer which starts at the edge of the rim *Figure 3*, shown unpainted with guide lines during trial fitting. I painted this piece allowed it to dry and glued it down with 30 min epoxy. *Figure 4*. At this point you can slide the hatch cover into the slot you've just formed, *Figure 5*, and judge how easily it slides. In my case, I felt just snug enough that I didn't need to take any other

action. However, if you feel it's too loose, a coat of paint or the like around the edges should tighten it. Conversely if it's a bit tight, real mild sanding and/or a bit of grease on the edge will make it slide easily and add to the water tightness.

Suggestions:

I'm sure some one you may want to use other materials like CF or Plexiglas and any of these things will work as long as the material for the hatch is semi-rigid. One thought I had is to stand-off the pieces glued to the deck maybe a 1/32" from the rim to provide a channel for any seepage. Also, it is perfectly reasonable to cut the rim surround from one piece of you can find the right material.

Good luck and fair sailing.

Editor's Note:
Additional images of the design are located on the next page.

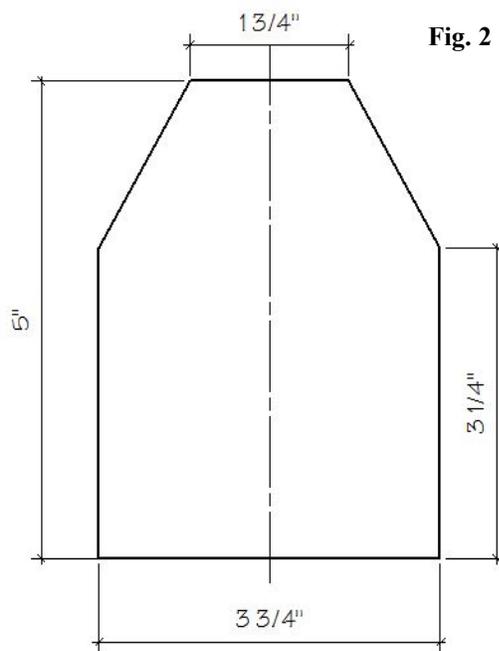
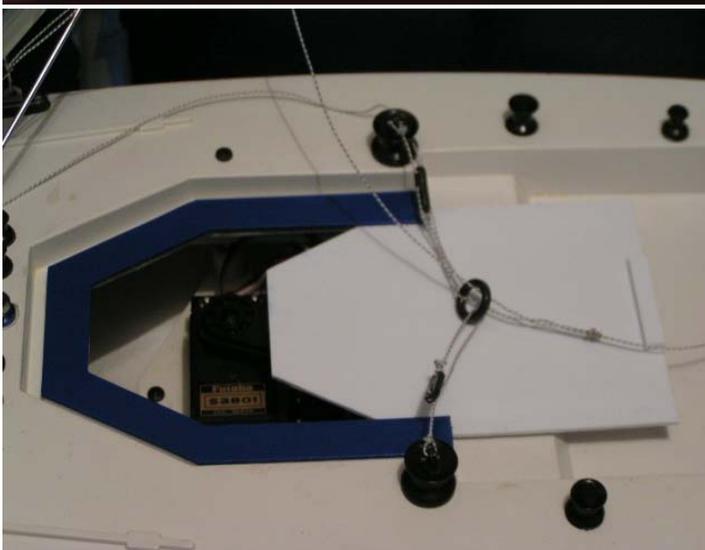
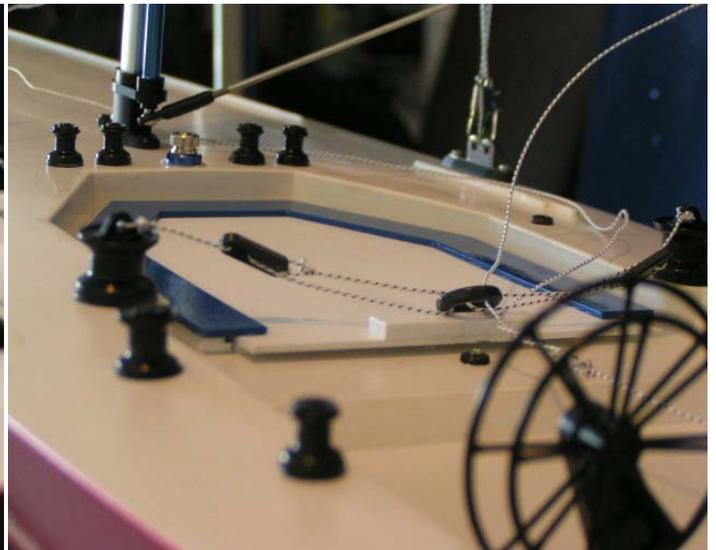
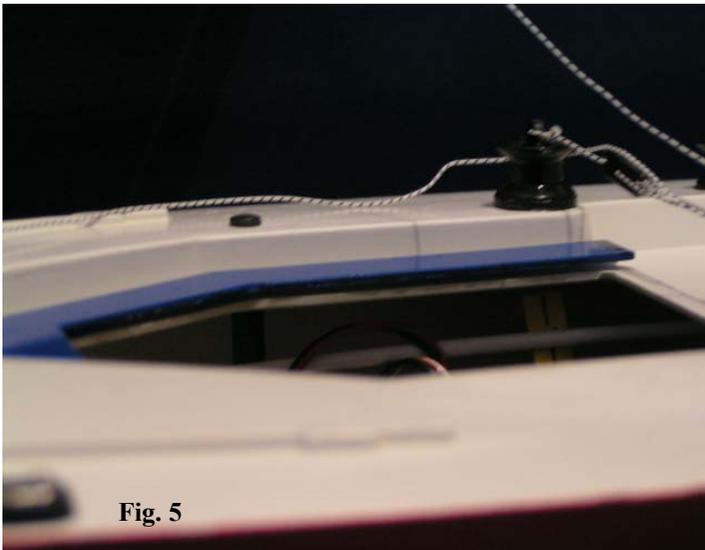
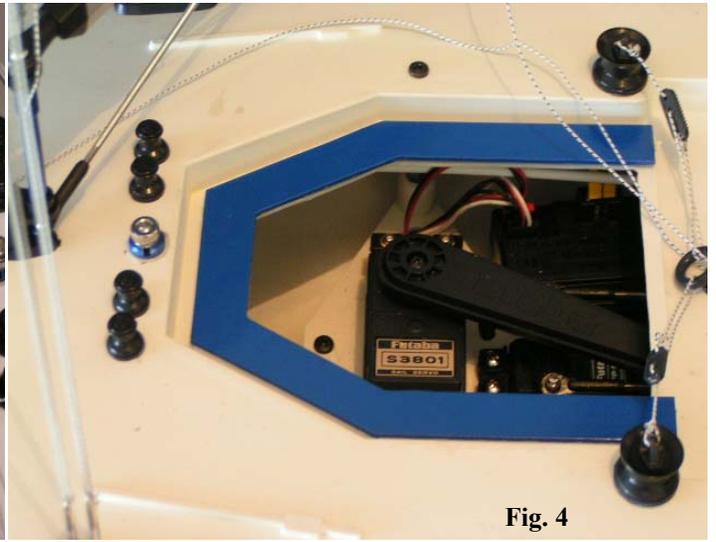


Fig. 2



American RC Hobby
Specializing in Kyosho Yachts



Philip Sarelis
1304 W. 1st N. Street
Laingsburg, MI 48848
517-651-9756

American-RC.com

Kits, Batteries, Chargers, Radios, Hulls, Parts

News Flash!!!

The Dallas, Texas based Les Lacs Yacht Club (the club that hosted the 2006 Region 5 Championships last fall) will be hosting a Seawind Regatta this Summer. The regatta is set to take place June 23-24 on beautiful White Rock Lake. For more information on this regatta, please email Thomas Swann, the regatta chairman: tmswann@swbell.net