

Nelson Radio Sailing Newsletter

August 2026



Commodore Report

As you will see by the photos in the newsletter progress on the canopy is coming along well.
At the time of writing we are waiting for the concrete to be poured, a great effort by all involved.
Winter sailing has seen large fleets, enjoying the more like summer weather. I have noticed a positive change in the behaviour on the water, I think the RO calling the contacts and senior sailors positive advice is working well , lets keep it up.
Good sailing, and remember it's fun.

John

Nelson Radio Sailing Committee 2025/26

Patron Bob Spearman

Commodore John Levy

Vice Commodore Peter O'Hanlon

Secretary Linley Morten

Treasurer Mike Ballard

Sailing Convenor Laurie Hope

DF Section Murray Sleeth

Grounds Maintenance/Newsletter Editor Colin Brown

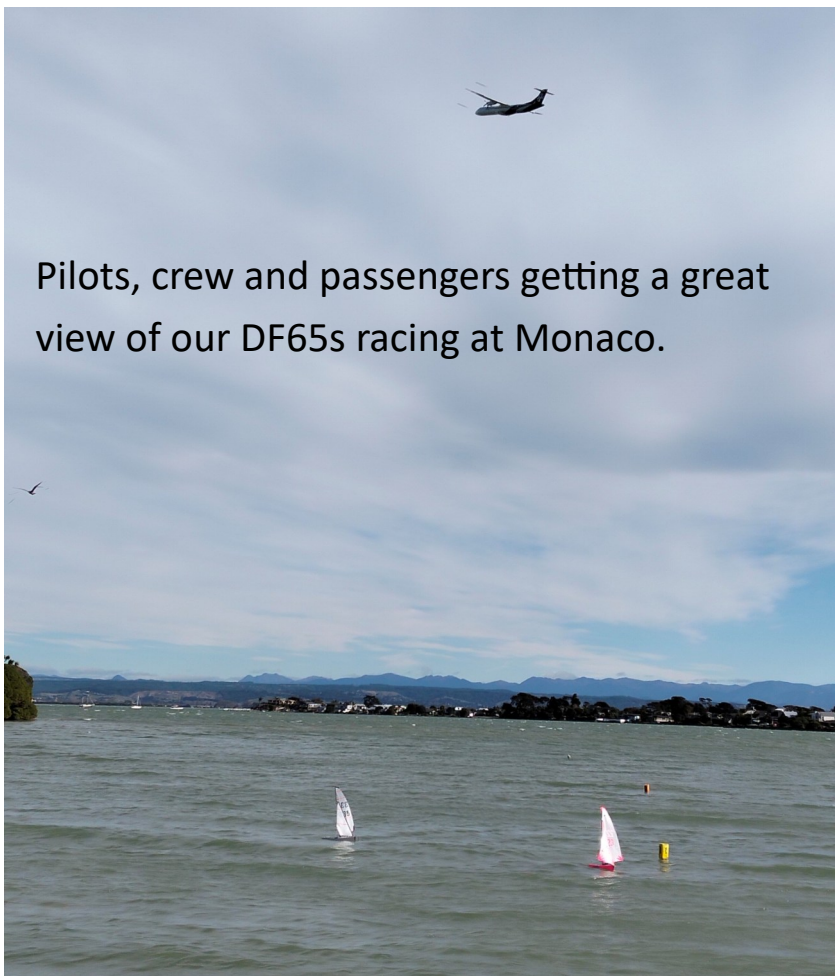
On July 18th, the DF65 skippers were brave enough to battle the chop at Monaco. B rigs were favoured.



Chris Hodson sailing an IOM in Scotland about 40minutes north of Edinburgh



Pilots, crew and passengers getting a great view of our DF65s racing at Monaco.



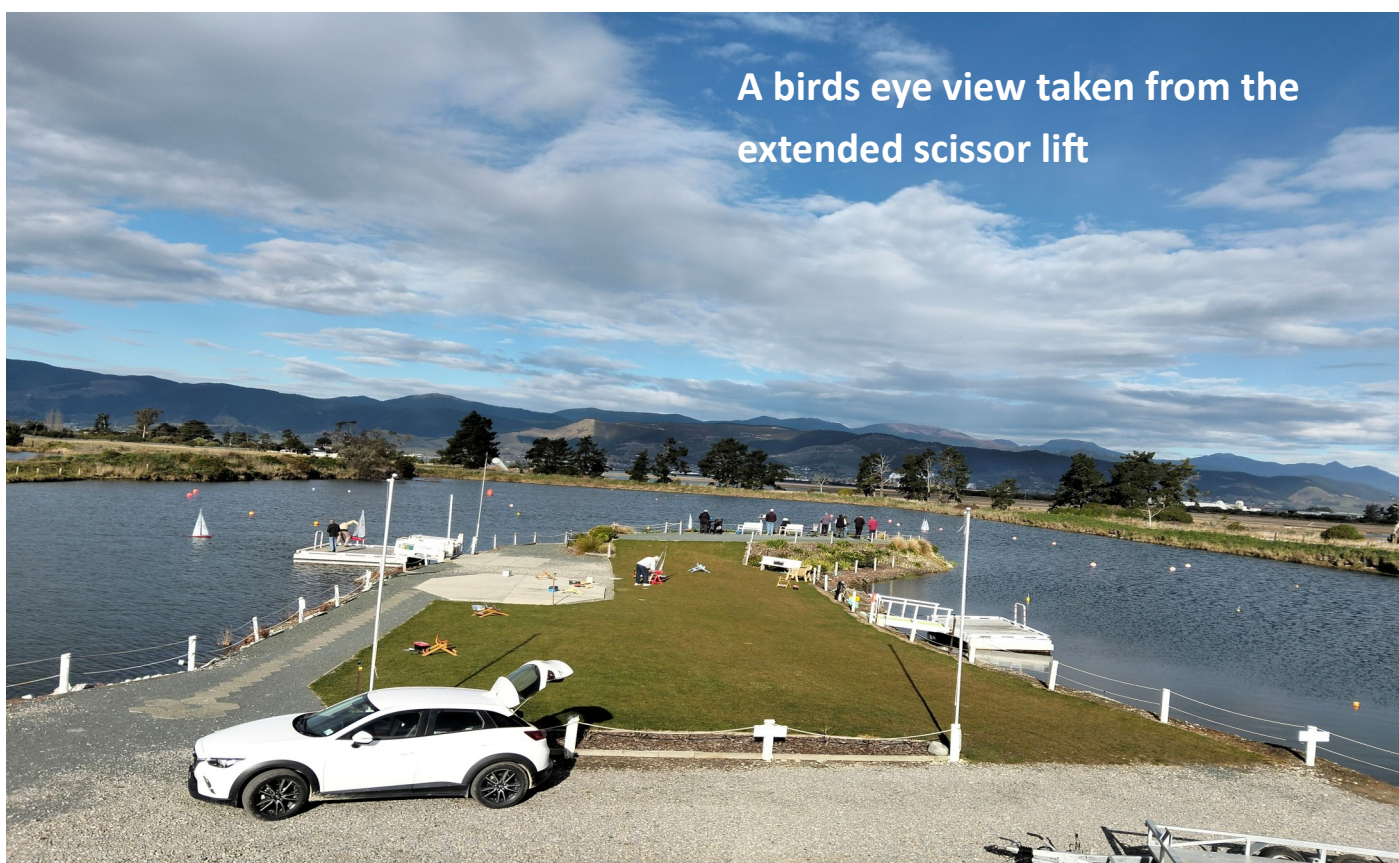
Skippers would have noticed our new canopy now in place. Some progress photos during erection.



And then the beers came out to celebrate our new addition to Best Island



A birds eye view taken from the extended scissor lift



Embarrassment of the month

Some bright spark in our club (who shall remain nameless) decided to hook elastic from the jib boom counter weight back to the side stays on both sides of the IOM. This person was having trouble goosenecking his yacht downwind and the gib sail was flapping in the breeze. The idea was the tension on elastic on close haul didn't affect the performance, but downwind both head and gib sails went to one side only. And this guy joked he was going to patent his invention too. Sad to say he blew his ARS-808 sail winch on the day as well.



1. **Before the Regatta** - Check boat thoroughly and replace worn sheet and winch lines, and lubricate those moving parts, especially bearings. Go for a shake down sail before race day,,to bed in all the new lines and tighten knots. Practice fast rig changes. Are all rigs and boats measured?

Nothing beats time on the water.

2. **Batteries** - Make sure they are fully charged on both Transmitter and Boat, and have a spare set to change over midway though the day.

3. **Arrive early** - to check conditions, walk the course looking for wind differences, set up your chair, and then start sailing to ensure boat is totally balanced (Critical in many ways) . Then sail up both sides of course to check wind pressure. Having a mate on doing the same on the opposite side is even better. Also watch other races to see which way top boats are sailing.

4. **Switching on** - make it a good habit, as you switch on, test the rudder and the sheeting positions as you walk to launch location. Another good habit is checking your battery voltages as you come downwind (when less stress). And always ensure you know the course for your race.

5. **The Start** - The most important part of the race. A clean start in clear air is more important than position on the line. Make a plan A, and a Plan B. Stand so you can see your boat approaching the line.

6. **First Mark** - When turning onto starboard overlay by 1-2 lengths to enable good rounding of the inevitable pile up. If approaching on port tack, unless leading, aim to be at least 5 lengths above buoy.

7. **The Run** - Look astern for wind puffs coming. Minimise rudder movements (slow you up). Plan your gate roundings.

8. **Between Races** - Rest, hydrate and reset mentally. Check rig measurements to see nothing has changed. However be wary of change if boat is performing well.

9. **SAIL CLEAR and CLEAN** - Probably the biggest factor in getting good consistent results. AVOID TROUBLE.

The suggestions here are courtesy of the commodore of Pegasus radio sailing club. Pegasus club is a great supporter of our club events. We acknowledge their contribution to this newsletter.

10. **Penalties** - If you incur one, don't argue, just do it quickly (practice them) , but well out of the way of others. You will know if you are wrong, if not protest.

And above all HAVE FUN