

DF 65 Racing Workshop Notes

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Stand	Joysway stand is unstable in the wind - Make your own, I can supply or Search YouTube and web
Keel	Do not overtighten bolts - can strip threads and may cause hull cracking.
	Spray bolts and check regularly with Inox or CorrosionX (Whitworths \$37)
	Cracking has been experienced by some boats around the keel box. If cracking occurs shortly after first use, contact HWH for a warranty replacement
	The most common causes of cracking can be - too much backstay, poor handling, leaving the boat rigged or in a hot car, dropping into the water. Remedies - glue in cracks, internal epoxy, external patch(see Rules)
Rudder	Mark Exact centre and 35 degree range on hull. Spray shaft before install and minimise a sloppy fitting
	Lubricated Braid, plumbers tape or a plastic straw in shaft can minimise slop. Replacement metal rudder post now available
	Remove slop in linkages - Steering arm at right angles to centre for maximum travel
	Manual says 45 degrees maximum rudder travel, but 35 degrees better so boat doesn't slow through tacks. "End Points" Transmitter Function will reduce throw.
Sheets	Don't use Dyneema supplied - poor quality
	Thicker braid required to avoid bowsie slippage. 30-50 lb Dyneema/Spectra braid from fishing shops
Bowsie	Thread correct way - study hole shapes and entry point.
	Any knots are suitable - always add drop of Superglue to avoid slippage and untie
Jib	Use spot of glue on counterbalance - they come lose and fall off.
	Don't use the tack hook - tie with braid. Glue front jib "pulley", but not rear one. Don't glue the topping lift fitting into boom in case of braid break
	Tie tack line as short as possible to keep close to deck. Fit loop first and mark the braid 7-8 mm above the deck eye.
	Try sail tell tales, but sensitivity and visibility can be an issue.
Mast Step/Gate	Check Tuning Guide for settings
Mast	Do not fit luff rings supplied. They tend to catch on the jib and can fall off.
	Do not glue the mast crane or stub (this is the most susceptible to breaks and you don't have to buy a complete mast kit
	Don't overtighten the tiny gooseneck bolts or use Loctite - it destroys the ABS plastic.
	When gluing the boom into the gooseneck, retract it about 5-10 mm to give the clew a longer adjustment range, particularly on the A+ boom.
	Use a double purchase on the cunningham. Attach to boom first, thread up through tack and back through boom fitting.
	Lube the vang adjustment wheels before assembly. If they are tight, carefully smooth the slot with a file or sandpaper. Not too much as it will make the vang sloppy
Backstay	Make the ring position 820mm from Crane for easier adjustment closer to the deck.
	Bowsie pull direction should be downwards
Mainsail	Tie a single line to Crane avoid sail centering off the breeze in light winds. A loop will tend to centre the sail in light winds
Mainsheet Bridle	Must be set so boom is equal both sides otherwise different trim on opposite tacks - not necessarily in the centre of the boat because of the mainsheet pulling angle.
	Keep it close to the boom and slightly forward of the boom pulley with minimal clearance to boom and glue turning block into position
	The mainsheet wears on the bridle ring. Try small 3-4mm rings from BCF
Hatch Cover	Clear lid supplied can crack with rough handling. Supplied hatch is required by the rules for V6 and above.
	Keep hatch clear so you can see water ingress and condensation that will corrode small electrics
	Double check all hatch seals before launching. Tie the stern plug on.
	Even when water tight, moisture and heat from batteries will corrode fittings
	Have plenty of spare hatch covers in your kit. Only need to replace small forward hatch after every race day.
Batteries	Rx battery Max 6.6v and 45 grams weight limit
and	ONBO LiFe 850mAh batteries - 48grams \$17 from Association

Chargers	Consider heavier batteries in stronger winds and placed further back to lift bow trim.
	Care needed with LiFe Charger
	Extension lead needed - 15-20mm. Velcro to side of keel box - far forward as possible
	Tx Rechargeable AA Cell battery pack \$25 Bunnings - BUT 1.2 volts = 4.8 total - not recommended
	Corrosion X all leads. Match black cables. Rx - black cable on outside
Electrics	Corrosion X everything and often. inside servos, switch and Futaba connectors
Transmitter	HWH - only Linear adjustment available - basic unit.
and	Flysky - Programmable Dual rate & Expo adjustment - preferred
Receiver	Dual antennae fitted at right angles and high up in the boat. Use Blue tack, drink straw etc
Wind Pennants	Only use under 5 knots. Trial and error needed. Visibility and issue depending on eyesight.
Tuning Guide	Initial set up is pretty good. Boat should sail by itself to windward if balanced correctly. Record your own best settings. Very sensitive to leech twist more is better
Sail Numbers	Register Numbers with Australian DF65 Radio Sailing (ADF65RSA) website.
Miscellaneous	Try Collective Parts Orders with your Fleet to save postage
	Join ADF65RSA (its currently free) and NSWRYA (Membership, insurance and competitions \$10)
	Plenty of Resources available on Facebook, YouTube and Web
Sail making	Single panel construction. Check Facebook for posts of other boat colour schemes
	Mylar and fittings available from me. (also Soch Sails, Cat Sails overseas)
Rules	www.dfracingworld
and	For competitive Racing - If it's not in the rules its not allowed. Don't try to invent something for a competitive advantage
Templates	It's a ONE DESIGN Class with Restricted Changes allowed so everyone is the same
	When sailing socially, any locally agreed club rules are acceptable.
	Any Rudder servo can be used but it must fit tray cut-out without modification. Any switch or receiver can be used
	At Club level, HAVE FUN, enjoy meeting old and new friends. Leave the Champs for competitive racing.
After Sailing in salt water	Refer to the Maintenance notes - wash down, disconnect batteries, remove hatch, spray.