



**RICHMOND
YACHT CLUB**

Plain Sailing

February 2015



After a squally Spring, Summer is steaming! Must be because I went away over Christmas – anyway I am enjoying the warm weather now.

Happy New Year to all of you – may you all come first! I hope you managed a good break and are rested for the 2015 endeavours you committed to on New Year's Day!

I do not have much to say in this Flag so will simply say that there are crew looking for spots on Wednesday nights (arrange with Kate); join us at prize giving in the club after races; give the Gulf Series races a go; race the Route 66; and enjoy the wonderful sailing venue that the Hauraki Gulf is.

Half the year has already passed and I would like to thank the committee, Kate, volunteers, the race committee and all our members and affiliates for contributing to the Club. Many thanks to CRC, New World Birkenhead and New World Victoria Park, Fosters Ship Chandlery, Coolstore Construction, Burnsco, Lidgard Sails, Victoria Cruising Club, SALT and Mount Gay Rum for supporting our racing – please support them.

John Davies
Commodore

Editor's welcome

What's on your cruising wish list? Perhaps an adventure North? Or exploring the Marlborough Sounds? Circumnavigating NZ? Or a trip to the Mediterranean? An offshore adventure? Well, whatever you're into, there's a cruising story to suit in this edition of Plain Sailing. (A big thank-you to all the contributors for your amazing stories and photos - they are a really good read.)

If you have your own adventures to share, please do send me your stories and pictures for the magazine. Short articles are ideal, as it only takes half a page of A4 (around 400 words) to fill a page in the mag. Please send me your photos, too, they really bring your stories to life.

You can email me at: magazine@richmondyc.org.nz

Happy sailing,

Cornelia Luethi
Plain Sailing Editor



General and Family members: Peter Davidson, Neil and Heather Murray.

Crew members: Jean Cane, Brendan Stuart, Andrew Banse, Ian Reid, Ivan Shomnikov, Darryn Fieldsend, Tracey Sullivan, Christopher Lim, Carmel Holt, Commor Gates, Carol Gifford, Rebecca Davies, Helen Dodd, Julian Darby, Julia Atkinson, Julia Slark, Nick Hadley, Ryan Wiblin, Ksenya Nefiodove, Mike Brown, John Burke, Nick Burke, Janine Rubie, Melissa Reid, Simon Jones, Jonathon Tudor, Oliver Barrett, Duncan Law, Wendy Robinson, Lynette Kight, Andrew Boening, Nicky Dewar, Tracey Smith, Angela Best, John Marais, Nina Pretorius, Liz Halsted, Caroline Oliver, Mike Claydon, Julie Teetsov, Peter Mayo, Louis Mayo.

New members are very welcome! See the club's website or office for details.

Thanks to all of our great sponsors that help us put on our racing!



For the most up-to-date event information, contact the RYC office.

February	1	Sun	Hauraki Singlehanded Series Race 5
	11	Wed	Wednesday Night Series Race 9
	13	Fri	Gulf Series Race 5 (Kawau)
	20	Fri	Gold Cup Race 5
	22	Sun	His 'n' Hers II
	25	Wed	Wednesday Night Series Race 10
	27	Fri	Victoria Friday Night Special Race 7
	28	Sat	Gulf Series Race 6 (Te Kouma)
March	6	Fri	Hauraki Singlehanded Series Race 6
	6	Fri	Route 66
	11	Wed	Wednesday Night Series Race 11
	20	Fri	Auckland Regatta
	20	Fri	Victoria Friday Night Special Race 8 (final)
	21	Sat	Auckland Regatta
	22	Sun	Auckland Regatta
	25	Wed	Wednesday Night Series Race 12 (final)
April	27	Fri	Gulf Series Race 7 (Waiheke)
	11	Sat	Gulf Series Race 8 (Closing Day Regatta)
	18	Sat	Hauraki Singlehanded Series Race 7
	18	Sat	Destination Race 7

BITS AND BOBS: FROM THE OFFICE

RYC burgees: RYC burgees for your boat are just \$20 from the office.

Free RYC stickers: Car bumper stickers or decals for the transom of your boat are free for RYC members, just pop into the office and ask.

Racing flags: Division flags of all colours are available from the RYC office - free for members.

Function bookings: RYC clubrooms are a wonderful function venue, complete with top quality audio-visual systems and plenty of free car parking... ideal for seminars, corporate training events, weddings and other celebrations. Best of all, the million dollar views come for free! Ask for more info at the office.

What can skippers expect in the Friday Night series?

When I agreed to race *FX* in the Friday Night Special series for the first time, I wasn't really sure what to expect. Here are 3 very pleasant surprises I had...

No need to organise crew

One of the headaches about yacht racing is finding good, keen, reliable crew for each race. Not so with the Friday Night Special, as Kate does the hard work for you: she emails a crew allocation in advance, so that every boat has crew. You'll have different crew each race, so you'll get a variety of experience on your boat. Some of the crew are new to sailing, whereas others currently own (or have previously owned) yachts, and are looking to get more sailing experience.

Keen and eager crew

Crew have to pay for RYC Crew Membership to take part, and I personally think that this is integral to the series' success. A small financial investment means that the crew are committed and serious about racing. That means that all my allocated crew have (so far) always turned up - on time, and very very keen. The crew rock!

Crew are pre-briefed

Crew are given a detailed list of instructions by Kate at the RYC office, such as:

- What type of clothing to wear, e.g. wear non-marking shoes, bring a jacket, wear sailing gloves, and so on.
- How to help the skipper before/ during/after the race, e.g. checking the tide, spotting boats out on the course, etc.
- How to help tidy the boat away, e.g. coiling ropes, putting on the mainsail cover, folding sails, etc.



PLUS! A great clubhouse experience afterwards

The crew are told that attending the clubhouse after each race is a must, so you can expect a lively turnout, good company, as well as plenty of food. There's also a short sailing seminar, so that the crew learn even more about yacht racing.

By the time you read this magazine, the series will be nearly finished. But do put it on your "Must Do" list for next summer - you have everything to gain from it!

For the RYC Christmas function this year, we joined in with the Herne Bay Cruising Club's annual regatta at Sloane's Beach. What a fabulous event. Our thanks to Andrew for welcoming us to be part of their festivities and beach games.

It was a cracker sunny day, with a good turnout of club members and kids. Santa made a spectacular entry with presents for all the kids (big and small). Thanks to Santa and Kate for your stellar efforts.

Our very own Mark Becroft helped rally the kids for beach games while John Davies and I were lucky enough hitch a ride on a 102-year-old Mullet boat for the annual race around Watchman Island. What awesome boats these are, wet and powerful with a special post-race rum etiquette: straight from the bottle, wicked!

A real bonus was scoring a 1st on line and handicap to win the coveted top prize. The day is simply unique and a real slice of Kiwiana nautical fun. With BBQs, picnics, dinghy racing and a groovy live band.

For more photos of the day, check out the [RYC Facebook page](#) or [hbcc.net.nz](#).



With addition of some Christmas decorations and not to mention the usual beautiful food that magically appears, the December "Pot Luck Lunch" became the Christmas Lunch and passed by in the usual low key pleasant way.

These always enjoyable "Pot Luck Lunches" continue on the first Wednesday of each month and will recommence after the Christmas break on Wednesday 4th February.

The lunches are a great opportunity for a pleasant get together without anyone badgering anyone to organise anything, be on a committee or make any other commitment. Maybe that is the secret of their success!



**Sharing a birthday cake:
Heather Lidgard and Bev
Clare.**



Wow, the weather has been brilliant this summer. *Latitude* set off from Westhaven for our Christmas cruise on Boxing Day bound for the Northland Coast, but in no hurry - first stop was Gulf Harbour to visit the Senior grandparents (who built and originally owned our boat).

The next 4 days we spent mooching around the Copper Mine and islands SE of Kawau, waiting for the northerly to change to SW. The water sure has warmed up from month ago. The girls, Hailey and Brooke, were water rats swimming whenever allowed to.

I took an Optimist sailing dinghy with us this year, and Hailey experienced her first capsizing while sitting snugly in the aft quarter.

The fishing and scallops were a bit scarce around the Bee Hive and the Copper Mine, but enough for a feed. New Year's Eve was spent in Bon Accord, where we met up with *Revolution Blues* (who had just sailed over from the Barrier on their way home) and *Finvarra*, who we were sailing north with. Saw the NY in with a snap, crackle, pop - then kaBOOM "what the ...?!" - Bryon, where did you get those fireworks from?



Hayden's harvest from his secret crayfishing spot in the Cavallis.



The view from Duke's Nose.

The next few days were spent harbour hopping up the coast: Tutukaka (Poor Knights diving), Whangaruru, Whangamumu, BOI.

We (I) had a mission to get as far north as possible this year, Three Kings would have been the ticket, but we ended up settling for Houhora Harbour. With the full family on *Finvarra* and Andrea's father's launch, we set off for the Cavallis to my "secret" spot for crayfish and great snorkelling for the kids.

Hailey's 9th birthday was spent in Waieti Bay on the main island the next day with cupcakes, water gun fights, and Opti sailing. Man that time has flown by since she used to swing from a baby hammock for her afternoon sleep.

Next stop Whangaroa Harbour to replenish supplies, do washing, and have a dinner at the Kingfish Lodge with the crews. There are some nice walks around the harbour, particularly the views from up on top of the "Duke's Nose" at the end of the western arm.

The quest north continued to Mangonui Harbour, which was new to *Latitude*, for some world famous fish n chips (fresh Blue nose - yum!). We parked up around the corner to the entrance next to some derelict yachts on moorings, *Manawa* was on a mooring outside the pub - nice one Keith. The next morning, en route to Matai Bay, we were treated to dolphins playing in Doubtless Bay. We got the girls' snorkels ready and jumped in with them for an hour playtime. Water visibility wasn't the best, but they came right up to us - very cool!



Diving at Shaffa Rock.



Hailey and Brooke at Matai Bay.

Two nights at Matai Bay - probably my favourite cruising spot - and a day trip around Cape Karikari to Houhora harbour to check it out. En route to Houhora we stopped off for a dive at Shaffa Rock - wow the clarity and fishlife were amazing. In Houhora we parking up by the wharf which was tight among the moorings with a changing tide and strong sea breeze setting in. After getting dive tank fills, ice creams and freshies, we had a great sail back to Matai Bay. Unfortunately, the quest north was finished with a forecast for a pick up in easterly swell, so we headed back down to BOI where we finally met up with *Hideaway*. Good times!

TIRITIRI'S UNDERWATER TREASURES

There are beautiful treasures to be seen under the sea around Tiritiri as well as on land

Next time you visit Tiritiri Matangi take your snorkelling gear and, after you've marvelled at the birds, you can enjoy a swim and see the sea creatures which can still be found just off the beach, writes Jenny Marshall.

For many day trippers and overnight visitors one of the pleasures of visiting Tiritiri Matangi in summer is going for a refreshing swim after a morning of serious bird watching. Crystal clear water and a sheltered Hobbs Beach mean that Tiritiri is also becoming known as a place for its underwater wildlife.

Or so I was informed one day when guiding a couple of young overseas tourists who told me that, while they didn't mind going on the guided walk to learn a little about the birds, they were mainly there to snorkel and asked could I show them the best snorkelling spots.



Spotty. Photo: © Crown copyright 2005–2015 Manatū Taonga Ministry for Culture and Heritage.

So where are the best snorkelling spots? And what are you likely to encounter if you venture out? For those on a day trip, Hobbs Beach is the obvious choice to go in, but at high tide swimming to the south of the wharf and around the rocks also offers good viewing.

The most common fish you are likely to encounter is the spotty or paketi, named for its distinctive black spot. A member of the wrasse family, it is endemic to New Zealand and similar to the hihi (stitchbird), in that it has an interesting sex life.

All spotties start life as females and live in a harem with many females to one male. The males defend a territory and maintain the harem of females. When the male dies, the dominant female in the harem then changes sex.

Females can be recognised by the brown-black spot in the centre of their bodies whereas males have a row of black spots high up on the back. According to Dr Malcolm Francis, the male regularly patrols the perimeter of its territory in a well-defined route, so if you see one, hover for a few minutes and you should see him come swimming back past the same point.

A larger but more timid fish is the parore. Silver-grey in colour with dark vertical stripes down the side, they tend to swim away from you as soon as they see you.

Goatfish have two long barbels or feelers that come out of their mouths. They use these to detect their prey - small crustaceans which are buried in the sand. Goatfish have the ability to change colour from sandy to bright red and, during December/January, take on courtship colours with a blue tinge to their bodies and fins.



Parore. Photo: © 2007 Richard Ling (rling@rling.com). <http://www.rling.com>.

For those staying overnight, Emergency Landing and Fisherman's Bay offer interesting snorkelling around the rocky outcrops, both having reasonable access at both low and high tides. Depending on the time of year, you may be closely observed or even harassed by breeding red-billed gulls or black-backed gulls, so you may need to pick your entry point with care.

Red moki can be seen here. Being territorial, they can often be seen around the same rock crevices, venturing out mainly to feed. Recognisable by their 8 red-brown stripes on their body, they can live for up to 60 years. Stingrays and eagle rays are also frequent visitors to Tiritiri, especially when orca are in the vicinity.

To learn how to recognise the marine life you encounter when snorkelling, check out an app called the New Zealand Marine Life Field Guide. Created by staff at Auckland Museum, it can be downloaded free of charge at <http://tinyurl.com/onhh333>. It is compatible with iPhones and iPads. It lists over 260 species and includes starfish, seaweed, shells and fish.

The underwater life around Tiritiri is notable not only for its abundance, but also for the fact that it exists at all. As a keen snorkeller I am hard pressed these days to see a fish at all when snorkelling off a mainland beach, whereas on Tiritiri, even on the briefest of snorkels, several species can be seen.

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With 20% of NZ's coastline and 1.2% of the country's population, the Marlborough Sounds is 1,500km of pristine coastline, secluded bays, coves and caves - and a beautiful spot to spend time on the water!



Having grown up in the Marlborough Sounds, retreating here every summer for a few weeks on a yacht is always something that is a truly magic experience for me.

The Marlborough Sounds offer great anchorages and the numerous bays give you plenty of options in any weather, combined with no less than 8 bars, cafes and restaurants accessed only by boat or the Queen Charlotte Track, there are plenty of opportunities to go ashore, stretch your legs and cool off with an ice cream or cold beverage and find some shade and plenty of sailing talk.

For those lucky enough, in the nature reserves you may even spot some of the amazing wild life the sounds has on offer – or find a Brown Kiwi hiding in a penguin box on one of DOC's many great tracks (a truly special moment).

Most boaties who cruise these parts are also members of one of 3 clubs in the area that share over 80 moorings that are dotted throughout the sounds and always popular, particularly in some of the more deeper bays where you may be sitting in 30m or more of water just 1 metre from the shore.

From the party bays where you will find plenty of other boats to share a rum with, to a secluded spot where you have the bay to yourself for days on end, there is something for everyone in the sounds.



A Brown Kiwi in a penguin box.

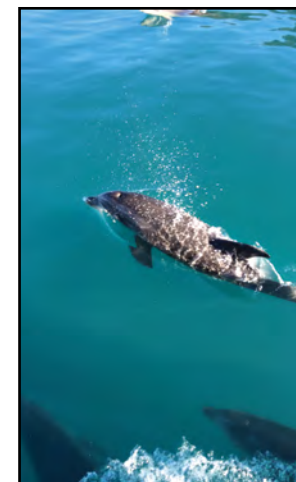
There's weekly racing right across the peak summer season and the Waikawa Boating Club's Annual Regatta with over 50 boats and 5 divisions of racing.

From the serious players in Division 1, to the total cruisers in Division 5, we spotted no less than 4 Richmond members enjoying the racing and the local wine of Marlborough, whilst holding their own with the locals on the race track!



Several RYC members took part in Waikawa Boating Club's annual regatta.

I am sure there will be a contingent from RYC at the Regatta next year, so if you would be keen to find a ride let me know as there are plenty of Waikawa boats who will happily host a "Jafa" for a Southern sailing experience! So if you fancy a change, take some time to enjoy the Sounds, you won't be disappointed!



Mark Becroft and Keith Bekker are circumnavigating the country on *Manawa*:

The trip began when we sailed *Manawa* up to the Bay of Islands on New Year's Day. Keith continued up the coast and moored her outside the Historic Mangonui Hotel. He came home for a while and we went back on January 17. We spent a few days preparing for sea and waiting for parts to arrive and finally left there to make our way up the coast on January 20. Late afternoon we picked up a couple of tuna, so our mission became about finding a nice sheltered bay to go ashore and smoke them.



Historic Mangonui Hotel.



Mark Becroft poses as a Cape Reinga tourist.

We sailed out through Doubtless Bay towards North Cape and had a visit from a pod of dolphins. The first of 3 evening visits throughout our trip. We anchored in the dark off a white sandy beach, with surf crashing just out of sight.

Mid morning the next day after a cruise through Spirit's Bay, we anchored in a little bay about 5km from Cape Reinga.

A couple of exciting dinghy rides saw us with smoked tuna on board and some to bribe a coach driver with for a free lift to the Cape.

We had a look around and discussed which course to take the next morning when we left. Far from the breaking waves was decided as the best option.

The sign said it would take 3 hours to walk the coastal track back to the



Manawa and Keith Bekker at the surf beach.

boat. Way down that ridge and across a little sandy beach, back up that higher peak on the other side, then back down to our bay with *Manawa* anchored right beside a rock with surf breaking over it. We pulled the anchor up and dropped it again in a tiny bay only a mile south of the Cape.

The anchor came up on Thursday and we motored north in a huge current and big swells to pass a mile off the coast. The last sighting of land was Cape Maria Van Diemen at noon. Land was next spied 5 days later as we approached the coast of Fiordland and could see the snow capped southern alps.



Mark making running repairs.

In 6 days at sea, we have encountered the quietest conditions imaginable. Some days the sea was oily calm, others there was so little breeze that the sails just flapped from side to side with the ocean swells. The constant flapping of the sails meant we had to do a little repair to the main on Tuesday afternoon. We had a few lovely sailing periods with the self-steering gear doing all of the work, but far too much motoring.

Tuesday saw the sun rising though a thick fog, which came back at sunset to turn the sea a bright orange colour. By Tuesday afternoon we had eaten most of our tuna, so the disco squid lure went back over the side. Later we pulled in a 4.5kg albacore, but we still had beef steak for dinner that night!

We saw some fabulous sun rises and sunsets on the way and came across a group of albatross feeding on a giant squid carcass. Not a vessel was seen from the time we last saw land on Thursday, until we saw a fishing boat near the coast on Tuesday evening.

We entered Milford Sound in complete darkness on Wednesday morning and navigated our way through, surrounded by cliffs for 3 hours. The anchor went down in Deep Water Basin at 0500 and hit the sack. When we arose we were greeted by a terrific day in Milford Sound. All is well and we'll be heading back in a week or so.



Milford Sound: looking back towards the sea.

2 RYC members answered the call to deliver NV (formerly Broomstick - a modified and extended Open 60 ocean racer) from Sydney to Auckland in December. The following stories represent different perspectives on the same delivery - ed.

Jodie Kirkwood:

Preparation starts in Sydney a week prior to departure, with several days of screaming around Sydney, visiting stores, malls and supermarkets; experiencing Christmas crowds; coming back to unload one car load so I could fit my next one in is no mean feat. It's a sticky 30+ degrees and my navigation and driving is questionable at the best of times. But lists are finally ticked off.



NV.

Hot sunshine and dolphins see us out of the harbour. The sea soon becomes choppy, but we manage chicken stir fry for dinner. I've just got comfortable in my bunk when a storm comes in: it's all hands on deck at 1am for reefing the main. Ocean excitement only happens at 'silly o'clock': when you get comfy off watch.

Day 2 was quiet for most with sea sickness kicking in. Choppy seas meant we kept the reef in. Marmite sandwiches for tea, who knew they could taste so good?

Day 3 and the crew are coming right, we need to average 10kn at least to miss a front heading our way. I settle into a routine: watch, cook, eat, sleep, and repeat. Seasickness seems to have missed me out so I keep the role of galley maestro ensuring everyone is well fed.

Thursday, our 4th night on board and excitement hits again. We reef then drop the main and put up our storm jib in the dark – we're getting good at this now. We're in the path of the storm and have been told to head north 200 miles to avoid it. It is hard to achieve with the sea state and wind direction but we give it our best shot.



Best buy ever: the beanbag.

Friday, wet and 4-5m swells, we put the trisail up now but we can't point north like we need to. We sit on the fringe of the front and ride it out, doing the best we can. These conditions mean a few extra



Storm jib and trisail.

days on the voyage. The crew are happier now we've got the sails sorted and the weather hasn't been as bad as forecast. We are right in between 2 fronts now and are managing to keep a course between them.

Saturday sees us awake after 50-60kn overnight: we're now trying to get to Cape Brett before another front hits.

Sunday seems long: more avoiding storms. The day's highlight is a pod of Hector's dolphins playing alongside for some time. Again, a 2am wake up call for all hands on deck: we either have too much or not enough wind on this trip. The storm jib and trisail make a reappearance and we're back into 50kn.

Land-ho! We finally sight land with the Three Kings coming into view. We hope to be there about midnight, then to Opua to miss the next front which is steaming our way. The sea is very choppy and we're running low on fuel now - we need a wind change to help us make progress but it doesn't come, even though it is forecast.

The excitement of seeing land disappears and disappointment sets in as we are so close, yet so far. It's a long hard slog and we are getting pushed up towards Fiji now. I put everyone on rations for food and water as a precaution as we are now into our stocks of noodles, baked beans etc. and we only have bottled water left.

We get nailed all day and the wires are screaming as the wind thunders past. We're sliding sideways at 7-8kn down 8m waves in 72kn all afternoon - it's a roller coaster you can't get off.

Dawn breaks and we're back on deck; the wind finally changed overnight and we've managed to head east so we can start get around Cape Reinga and down to Opua. After the events of the previous day we're all tired, but also excited that we're finally on our way. We have a magnificent day heading down in sunshine to Opua. We see sharks basking in the sun and flying fish. We get into Opua around 11pm. With the boat in quarantine, a bottle of rum is finished quickly to celebrate. We are home.



Happy to be home.

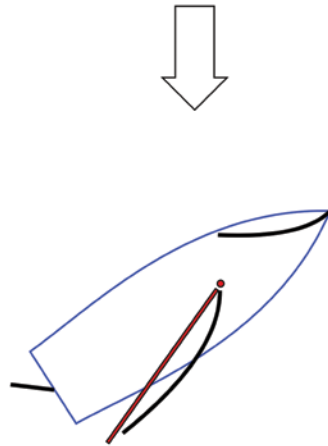
Further to Jodie's account of the delivery of NV, Glen describes what it's like to heave to off-shore on the Open 60 race boat. Heaving to is often done to ride out a storm - not something we get to do on the Waitemata Harbour very often! Here's some info on heaving to - ed.

Heaving to

In sailing, **heaving to** (to **heave to** and to be **hove to**) is a way of slowing a sail boat's forward progress, as well as fixing the helm and sail positions so that the boat does not actively have to be steered.

Right: plan view of a sloop hove to. The jib is backed to windward, the mainsail is slightly eased, and the rudder is fixed in an attempt to turn into the wind (which is coming from the top of the diagram).

Source: Wikipedia.



Glen Jeffery:

On day 8 we were starting to run low on diesel after running the motor so much. Being an old race yacht, the motor was more for charging the batteries than powering the yacht along at any respectable speed, (40hp in 66 foot yacht) 5kn speed in calm water was to be expected, though at this speed she only sipped 2 litres an hour. We had 260 litres with us.

The wind increased and we were again motor sailing with trisail and storm jib, just as the Three Kings Islands came onto the horizon. The wind would have been around 25kn easterly: it was the beginning of the next storm system.

Our aim was now to make it into the shelter of Tom Bowling Bay behind North Cape and anchor while this storm passed. We calculated we still had around 14 hours of diesel in the tank, which should see us into shelter of the bay.

However, during our evening radio sched, we discovered that the storm had developed more quickly and was wrecking havoc on the Northland coast.

With only around 1-2 hours of fuel in the tank and still 20nm from Tom Bowling Bay, we made the call to turn the motor off and reach out to clear water heading north and accept that we would be faced with 2 days of up to 75kn winds hove to.

We made a plan to heave to on starboard for about 5 hours (out into clear ocean water) through the night then swing around and heave to on port for 5 hours.

NV sat nicely in the hove to configuration, making about 1.5kn with an expected amount of slip to leeward. With a small keel laterally, but quite deep at 4m, she would be hit by the bigger waves on the bow at an angle of about 40 degrees. Then, as the boat rose over the wave, she'd slip and spin on her keel to about 15 degrees into the wave, allowing the wave to pass down the side of the boat with minimal crashing or bashing. The leeward gunnel was often submerged a little during this process but just as this happened she would spin on her keel and allow the wave to pass under her. With one crew up on watch and the helm tied over, the remaining 4 crew were comfortable down below getting sleep.



Glen Jeffery at the wheel of NV.
(Photo: Jodie Kirkwood.)

After these 10 hours we would hopefully end up just under and behind the Three Kings Islands and be in a position to VHF a nearby fishing boat to ask if we could buy 50lt diesel. We tried to radio the fishing boat all morning with no response. So we made the decision to heave to on starboard to head out to sea and wait out the worst part of the storm, away from the currents and waves of Cape Reinga and Three Kings. Throughout the previous night the wind had been about 40-50kn easterly with a building seaway.

So here we were on day 9 heading north away from NZ (albeit very slowly) under storm sails with a forecast of 75kn winds from the east. We now get the good news that it should pass us quickly and about 0600 next morning we should have an easing and backing to send us on our way to NZ again. The wind increased during the afternoon and early evening: the waves and spray streaming off the bow were now quite impressive and the seas were being flattened with the force of the wind.

When we hove to originally in this storm, we were about 4nm past the Three Kings. Being hove to for 30 hours we lost about 45nm back towards Australia, and now we were passing Three Kings Islands again.

The rounding of North Cape was momentous for us, and we were all pleased to be home after what was an eventful but rewarding trip with a few surprises.

Former RYC Committee member, Linda de Vine, has sent us another awesome update from her adventures in the Mediterranean...

Les Voiles de Saint-Tropez

... or the "sails of St Tropez".

This is a regatta that started 26 years ago, and a host of racers and sailing enthusiasts came from all corners of the globe to do battle in the bay of Saint-Tropez.

All the usual motor yachts were emptied out, so the harbour was full of sailing yachts.



The Trophée Rolex is classic yacht event, with the average age of participating boats being 106 years. The oldest, *Partridge*, is 129 years old, and the youngest, *Djinn*, is 80 years old.



I was very lucky to attend this regatta, and there was the most amazing atmosphere for the whole event. At night there was great street entertainment and the street was full of people.

Right: a mobile stage pulled by a truck around the street by the harbour, with great bands performing on it every night.

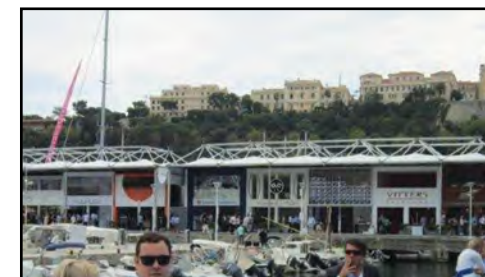


Monaco Yacht Show

I was a guest of Destination NZ for the Monaco Yacht Show in September.

Just as Monaco transforms itself for the Grand Prix in May, the same mind-boggling effort goes into the Monaco Yacht Show. Huge buildings are constructed especially for the show - and then deconstructed again afterwards. The show displayed 115 superyachts afloat and 510 companies exhibited in total, with 32,921 visitors.

There was a "New Zealand Street": a line up of NZ marine companies, promoting themselves to the global superyacht industry.



Now you see it... now it's gone!

Over the years, Richmond Yacht Club members have heard a great deal about proposed changes at Westhaven Marina, designed to create a marina that future generations would cherish, and those plans are now coming to fruition.

Earlier this year, Westhaven opened the new facility at Y Pier that not only helped to alleviate the waiting lists particularly for boats in the 14m-20m bracket, but also provided a new fuel facility, GoFuel. This is the largest recreational marine fuel facility in New Zealand and has also contributed to much more competitive pricing within Westhaven precinct, especially for those with GoFuel Mobil cards.

Most users of the pile moorings took up the opportunity to house their dinghies in St Mary's Bay, where dinghies are handier to the carparks, and the water is more sheltered for launching and retrieving. There are now dedicated short term 'Load & Go' zones for pile berth users on the end of U, V and W piers, and anyone needing a work berth for a longer time, can ask at the marina office.

The other major project we are undertaking is the installation of pedestals that will monitor power and water usage, to enable a user pays approach. We've had a few questions about this, and have set up a page on westhaven.co.nz (click The Forum) to respond to these. Most owners of small boats - which tend to be lower consumers of power and water - will find this fairer, because it means you're no longer subsidising high volume users. 480 pedestals have been installed to date and berth holders will begin to receive unbilled meter readings soon.

We are also working with members of the Westhaven community on a parking strategy to ensure that your needs as a club and as berth holders and crew are met, and we will report on this soon.

The Westhaven Promenade is now open. We welcome your feedback on your experience of using the Promenade, especially around the pierheads at K and L, which we are keeping a particularly close eye on. Please email info@westhaven.co.nz or call into the office.

Westhaven's newsletters and Facebook page are the best way of staying informed on the marina: sign up, or visit www.westhaven.co.nz.



The new fuel facility at Y Pier.

Officers

President	Vera Mummery	<i>Nevenka</i>
Commodore	John Davies	<i>Crocodile</i>
Vice Commodore	Bryon Wright	<i>Revolution Blues</i>
Rear Commodore	Andrew Burr	
Treasurer	Heather Gaites	<i>Maestro</i>
Secretary	Evelien van Vliet	<i>Morning Star</i>
Club Manager	Tim Smedley	
Building Manager	Andrew Burr	

General Committee

Mark Becroft	<i>Maggie May</i>
Fleur Cox	
Tony Evans	<i>Grenada and Predator</i>
Hayden Griffiths	<i>Latitude</i>
Andrew Hall	<i>Unitec II</i>
Jodie Kirkwood	
Peter Locke	<i>The Bondi Tram</i>

Office Hours

Tuesday to Friday, 10am to 3pm

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Magazine

This is your magazine: please do share your stories and photos!

Send your yachting yarns, nautical news and photos to Cornelia, the Editor of Plain Sailing: magazine@richmondyc.org.nz

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COVER PHOTOS: Front: Cruising the Marlborough Sounds (Sarah Michel).
Back: Diving at Shaffa Rock (Hayden Griffiths).



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