



**RICHMOND
YACHT CLUB**

Plain Sailing

November 2014



FROM THE FLAG

Time for another lap around the sun, on the warm side now! All too soon we are in the summer racing season, enjoying the racing and cruising on the great Hauraki Gulf, now also officially named Tikapa Moana. Legend describes the Arawa canoe arriving in the gulf under Tamatekapua's command. He placed a mauri/life force on a rocky islet at the north eastern entrance of the gulf, calling it 'Tikapa'. Moana means sea.



Winter was quite a busy time with all sorts of weather being dished up. Many thanks to all the racers and the race control team for getting it all sorted. We rely on volunteers so please don't forget to thank them now and then!

It would be really great to get more boats out racing this summer, particularly the Original Wednesday Night races and our new look Gulf cruising/racing series. This includes some shared races with Squaddy and Pons so we are looking forward to some 'pack' racing, including teams from each club. If you are short of crew give the Friday Night Special crew a trial.

After a good few years as treasurer Audrey Cole has stepped down – Heather Gaites (*Maestro*) has volunteered to step in as treasurer so we will be ratifying her position on the committee at the next meeting. Thanks to both of you for supporting the Club.

Yachting New Zealand is proposing to change the club levy system. The current SEM (Senior Equivalent Member) system and the proposed flat fee per member are almost cost neutral for our club but we will vote for the flat fee system as it is slightly cheaper and in line with other Westhaven clubs. We include this in our membership so member fees will not change.

This year CRC, New World Birkenhead and New World Victoria Park will be co-sponsoring our summer and winter races, giving them exposure across the whole year and giving you the opportunity to support them for the whole year! Many thanks to 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

Goodness, where's the year gone? The summer racing has started already, and it'll soon be time to think about the lazy, hazy days of cruising.

Speaking of cruising, please send me your cruising stories and photos in January. (Or from your boat, if you're in a bay with half-decent phone coverage!) If you find a new favourite anchorage, or invent a new recipe or cocktail, I'd love to hear about it.

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



Have you got your new Limited Edition RYC T-shirt yet? See Page 9 for details. (Hint: they make great xmas prezies!)

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



CALENDAR & NOTICES

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

November	1	Sat	Gulf Series Race 1 (Round Rangi combined)
	8	Sat	Gold Cup Race 3
	9	Sun	Hauraki Singlehanded Series Race 2 (RYC)
	12	Wed	Wednesday Night Series Race 4
	14	Fri	Victoria Friday Night Special Race 2
	21	Fri	Gulf Series Race 2 (Waiheke)
	26	Wed	Wednesday Night Series Race 5
	28	Fri	Victoria Friday Night Special Race 3
	29	Sat	Gold Cup Race 4
	30	Sun	Hauraki Singlehanded Series Race 3 (BBYC)
December	6	Sat	Gulf Series Race 3 (Sir Peter Blake Memorial)
	10	Wed	Wednesday Night Series Race 6
	12	Fri	Victoria Friday Night Special Race 4
	13	Sat	His n Hers Race 1
January	14	Wed	Wednesday Night Series Race 7
	16	Fri	Victoria Friday Night Special Race 5
	23	Fri	Gulf Series Race 4 (Mahurangi)
	26	Mon	Auckland Anniversary Regatta
	28	Wed	Wednesday Night Series Race 8
	30	Fri	Victoria Friday Night Special Race 6
	31	Sat	Hauraki Singlehanded Series Race 4 (BBYC)

Welcome to our new members

General and Family members: Sinisa Grujicic (Farr 727, *Wild*).

Crew members: John Doherty, Shona Mcann, Kara Rosemeier, Karen Liesenfelt, Vitaly Kirilendo, Josh Scarrow, Nicolai Moles-Benfell, Stefanie Vandevijvere, Penelope Lindsay, Tia Dawes, Jennifer Pickford, Ed Stewart, Trish Dickey, Vasso Koutsos, Scott Lawrence.



FRIDAY NIGHT SPECIAL: EVELIEN VAN VLIET

By the time this magazine hits your mailbox, the Friday Night Special series will be underway. If you are interested in taking part (as crew or as a skipper), please contact Kate at the office.

Advertising has started for new crew to 'test the waters', so to speak. Along with new crew we need skippers to put their hands up to take out their boats. This is voluntary but a fun series and a great opportunity to find new crew for the upcoming season. It is relaxed racing around the cans with no extras.

There's a prizegiving after each race, with bottles of rum as skipper prizes, plus there are crew prizes, too. Plus there will be food available: gourmet burgers (including a vegetarian option) and fries, and a Christmassy meal before xmas.

Free sailing seminars for participants

To add value to the programme, the club puts on seminars after each race to give crew a little more information. It's also an opportunity for crew to ask questions after being out on the water - especially if they didn't get a chance to ask questions during the race.

The Friday Night Special seminars include topics such as:

- Raising and lowering sails
- How to tack and gybe the sails
- Basic race tactics and the start sequence
- How to get more involved in sailing and sailing opportunities
- Knowing the various points of sail
- Calling the wind.



The Friday Night Special is all about upskilling crew - which benefits them, as well as skippers.
(Photo: PicturesByCornelia.com)

The Friday Night Special is fun for all involved. Crews are made up of a mix of regular sailors who come out for fun and to meet new people, as well as people wanting to give sailing a try. It's not promoted as a learn-to-sail programme, but there is an element of instruction to orientate people safely around boats.

Let's tell our friends about this so they sign up for the series. And skippers, enter your boat in a fun series!

WINTER SERIES: BRYON WRIGHT

After a succession of drifters, the Winter Series wrapped up in a gale. The intense morning gusts at Tiri and Channel led to some consideration of cancelling but in the end the wind stayed below 30 knots in the Waitemata and the call was made to start the race. This was well-supported by the skippers and all but one boat finished the long course set for the day.

The race started with a beat into the storm and the conditions on the outside of Motuihe were reported as "rough." Judging by the grins on the crews' faces at the club afterwards, the ride home was well worth the effort.

Here is my report for the day:

On *Revolution Blues*, the race was pure joy: the boat loved the conditions and we weren't far behind *FX* at the top mark. Up went the kite and we were able to surf and plane into the lead. This did not last long as a gybe went bad and we spent a few frantic minutes in a broach. Onlookers were pleased. Back on the chase as *FX* was back in front; we took a tighter angle and worked a safety-gybe (drop, gybe, raise) this time and were able to sneak in front of *FX* around Torpedo. Unfortunately we could not lay the tank farm and so dropped, gybed and two-sailed to the finish. The result was a tight finish with a charging *FX* but a few lucky gusts had us surfing and we had a rare line honours win.



***Revolution Blues* surfs towards line honours in the final race.**
(Photo: PicturesByCornelia.com)

The crew's euphoria didn't last long: the tidying up after the race was a shambles and, amongst other foibles, we nearly took out *Predator* and I got a good knock on the head. When we finally got our act together we saw *Tiny Dancer*, the well-sailed Stratus 747, had performed amazingly well. Add Warwick kudos as the series handicap win went to *Rock Lobster*, another Stratus 747.

Congrats to all of the Winter Series winners:

- A Div: Line winner *Spearhead*. Handicap: *Spearhead*, *Flojo*, *Transformer*.
- J Div: Line winner *Activator*. Handicap: *Promise*, *Activator*, *Farrago II*.
- K Div: Line winner *Lili Marleen*. Handicap: *Lili Marleen*, *Manxman*, *Perchance*.
- C Div: line winner *FX*. Handicap: *Rock Lobster*, *Tiny Dancer*, *Revolution Blues*.

Do we know how lucky we are in NZ to have so much space?

I was mystified why there was such an emphasis on the fenders at the marinas here in Monaco. Every time another yacht comes in, the Captain goes out and holds a fender as the new arrival comes alongside.

The reason for this is because there is so little space: the boats are moored only inches apart - even super yachts!

When you arrive in a Port, a member of the Port Authority staff is on hand. They throw or catch the stern line, and sometimes they'll help with the bow lines by passing them up to the crew. There are special lines for the bow that are laid in the Port, and a thin rope helps lift these to secure the bow.



Squeeeeeeze!



Special mooring lines are used for the bow when a boat arrives at a Port; a thin rope helps to lift these lines to secure them.

It is important to have the fenders correctly spaced and at the correct height for each boat that comes alongside. Even the huge super yachts have huge fenders for the same purpose.

This is quite an eye opener after being so used to Westhaven, where we have a pontoon between every second boat and oodles of space between the boats.



BYO fenders.

SPRING REGATTA: TONY EVANS

RYC Spring Regatta combined with Gold Cup Race 1: A 50-miler around Rangitoto and Waiheke Island

What a great day for a yacht race, with the forecast perfect for a sleigh ride across the northern side of Waiheke. And it sure did deliver, NW 30+ knots and rain.

I was crewing aboard *Thor* with Wazza, who is also a long-standing Richmond member.

An early 7:30am role call at the marina was a mission, but a Billfish coffee soon sparked us up. We were supposed to have nine on the rail, but a late crew txt arrived, with a fairly weak excuse: "Hey, Wazza, I'm in bed with a girl and I'd like to stay here! Sorry." So we were back to eight.



***Thor* crew surfing past Gannet Rock.
(Photo: Tony Evans)**

With a reef and #3 jib we bagged a rather nice start with clean air for the beat to Rangitoto lighthouse. Then a nice reach across to the northern side of Motutapu Island. After seeing a few spectacular wipe outs and shredded spinnakers on the big boats ahead, we opted for the chicken shoot after lining up the southern tip of Rakino. A real good choice, as we had good control and a few ye ha moments, as *Thor* hummed passed 13 knots boat speed. The next mark was Gannet Rock.

With over an hour of epic surfing in nice waves, I reckon the whole fleet loved it. Then came the gybe... not pretty, but the recovery was solid. I have heard stories of serious carnage on other boats as they went through their gybes in 35 knots.

What happens after spending an hour or two flying downwind? Yup, you have to beat home for a few hours before you're allowed that first rum. But the mighty *Thor* seemed to just eat up the miles as we rounded the eastern end of Waiheke and headed home. The crew stacked the rail, spun a few good yarns and seemed pretty happy with life. We dined with *Peppermint Planet* and *Prawn Broker* for a while. Alas, they cunningly snuck passed us before the finish line at Orakei wharf.

We finished at around 4:30pm, lowered the sails and opened the Mt Gay! What a brilliant day at sea. Great company and the skipper was well happy with the result. I think that's why we love sailing!!

There were a total of 38 entries for the combined event this year. Results for 1st on handicap in their divisions were: *Transformer*, *Chain Reaction*, *Manxman*, *Reliant* and *This Way Up*. *Outrageous Fortune* won the Gold Cup division.

This race is a perfect distance to blast off some miles, see some spectacular coastlines, and share a few stories with your yachtie mates. Highly recommended for next year.

NEW! LIMITED EDITION CLUB T-SHIRTS



Richmond Yacht Club T-shirts now available - only \$29

New design for the 2014-2015 season. Look out for an updated design each season... these Tees will become collectors' items.

Great to wear on the boat, to the club, down to the pub, dressed up or down. Buy a matching set for your crew and get your boat name put on them. It's a high quality T-shirt in ladies' and gents' styles. Choose from navy blue or white. Can't decide? Get both colours!

How to buy:

Buy from Kate in the office - the T-shirts are \$29 each. You can pay by cash, cheque, Eftpos, credit card or Direct credit to: BNZ 02-0100-0835080-00.

THE CALM BEFORE THE STORM

The theme of the RYC evening on 29th August was 'The calm before the storm'. We were fortunate to have Darren Arthur from Coastguard and Georgina Griffiths from MetService to speak.

Darren spoke about how the history of Coastguard started up; in particular the Howick Coastguard unit. There were many individuals that had accidents or lost their lives on the water so a handful of volunteers decided they would do something about it. They raised funds for their first boat which they used to patrol the water.



The first ever Howick Coastguard boat.

Darren busted some myths about Coastguard:

Myth #1: Coastguard is a government department.

The truth: No, we are a charity which is highly dependant on our members and the wider community for support.

Myth #2: Coastguard does law enforcement work, such as tackling speeding vessels and people catching under-sized fish.

The truth: No, our volunteers have no (and don't want) extra authority than other members of the public.

Myth #3: Some Coastguard crew members are paid.

The truth: No, all our vessels and aircraft are completely manned by volunteers. We have a small number of paid staff in the Operations centre to ensure a professional 24/7 radio response but the majority of our radio operators are also volunteers.

It is a wonderful investment to become a member, know that help is only a call away. This year Coastguard is sponsoring some Coastguard Education vouchers; take part in the RYC Destination Series to be in to win some of these. Coastguard Education courses are very worthwhile: even if you think you are confident, a course is a good reminder of some of the things we don't practice every day, e.g. emergency procedures. Not only are you doing it for yourself but for those that sail with you. There are even school holiday programmes for families with children.

Also, be sure to check out the Coastguard Nowcasting app for iPhones, it's just \$1.29 from the iTunes store.

Georgina Griffiths: MetService weather forecaster and RYC member

Georgina shared with us her enthusiasm for her relatively new role at MetService. It's a role she is very passionate about and is happy to share with people, in particular yachties. They just 'get' weather!

Georgina is embedded within Auckland Council Civil Defence, with a focus on severe weather for Auckland. So when the weather is very bad in Auckland, she won't be out sailing - she'll have her head in the radar for Civil Defence.



Georgina Griffiths, MetService weather forecaster and RYC member, cruising on *Latitude*.

In her spare time, Georgina enjoys sailing around the northern coastline with her husband, Hayden, and their two children on their yacht *Latitude*. There's usually a bit of debate about sail changes and skippering, given they are both qualified Ocean Yacht Masters (and are both stubborn).

Georgina explained what a storm is (you'd be surprised!), how they form, and which ones we should be really worried about. She was informative on where to go to get your weather warnings, and how to avoid the hype. This simply was checking the VHF, or the MetService website and in particular clicking on the warnings. And there is nothing like watching the skies yourself.

George showed us the different models they use to predict weather forecasts. MetService uses three different models at three resolutions to predict possible weather patterns. Some are more reliable than others, but by assessing which is performing better at the present (using the mean sea level map, radar, satellite), they can predict the weather better.

The main function of Georgina's role is to provide Auckland forecasts, and to 'Aucklandise' the weather: we use different terms in Auckland than the rest of NZ. An example was Wellington office might suggest that Auckland will have a fine day (since Auckland will have a better day than the rest of the country), but in Auckland terms a lot of stratocumulus (flat, grey cloud) isn't that 'fine' to a local!

Thanks to Darren and Georgina for fun, energising and engaging presentation.

RYC MEMBERS AND THEIR BOATS

Andrew Hall: Elliott 8.5m *Unitec II*

Even though this is Andrew's second year as a Richmond member, he's not a newbie to sailing. One of his first sailing memories is crewing for his dad at age five on a day sail in a Laser out of Leigh Harbour to Mansion House on Kawau for an ice cream and then back to Leigh. Andrew reckons that if that wasn't going to put him off the sport nothing would.

As a teenager, Andrew raced competitively and left school at the age of 15 (that was legal in those days) to start a sail making apprenticeship with Hood Sails. He has worked on campaigns such as Lion New Zealand, Admiral's Cup and America's Cup.

Andrew on *Unitec II*

Unitec II struck Andrew as having great lines: "She's a pretty little boat with a huge cockpit and looked like she could have some form of competitiveness on the race track. I kept walking past her on the sales berth looking unloved and unwanted; I guess the rest is history."



Andrew Hall (left) with Bryon Wright on *Unitec II*.

Andrew says: "With the purchase of *Unitec II* finalised just three weeks before the 2012 White Island Race, we scurried around to get the boat up to some form of race standard, as she had not been raced before. We made it to the start line and mooched around the course in a little under three days. We learnt a few lessons about the boat and its performance along the way. It became evident that she had issues going uphill in any reasonable breeze. So we commissioned Greg Elliott to design a new fin and bulb and set about building them. She only hit the water with her new keel three days before the 2013 White Island Race. We didn't even have time for a test sail, we just lined up on the start line and had a fantastic race."

What's ahead for Andrew and *Unitec II*?

Unitec II has a pretty full programme of two-handed racing: the Gold Cup, Coastal Classic and the Yates Cup. In the middle of that Andrew will also sail the single-handed series, including the Route 66, and squeeze in a traditional Christmas cruise. Outside of sailing, Andrew is an accomplished businessman and sailmaker (Sail IQ).

Who does what at Richmond Yacht Club?

In the back of every Plain Sailing magazine, there's a list of RYC Committee members. But there are many more people who help run the club:

- **Bill Farmer:** manages the prizes and helps out with the prizegiving.
- **Bob and Lesley Coldwell** (*Tumbleweed*): help out in the office as well as the tower.
- **Bob Marks:** helps with the club's mail-outs.
- **Colin and Bev Clare** (used to own *Crystal Clare*, and now have a launch): do all the paid cleaning at the club and some volunteer work. They help with the posting the club's mail-outs. Colin and Bev recently celebrated their 60th wedding anniversary... many congratulations to you!
- **Donald Webster:** the club's honorary solicitor.
- **Fergus Small:** new tower crew.
- **Hans Swete:** no longer on the General Committee but is on the Race Committee.
- **Hayley Ware:** organised the Beach Cleanup at Islington Bay earlier this year.
- **Joanne Moore:** helps at the tower and bar, and we're very pleased that she'll be out on the water soon, too, having just signed up for the forthcoming Friday Night Special series.
- **John Bullot:** volunteers for the Protest Committee.
- **Jodie Kirkwood:** she's new to the RYC General Committee, but has also been helping out in the start tower for some time.
- **Kevin Murphy** (*Prawn Broker*): as a refrigeration contractor, he's the one responsible for keeping your beers nice and cold.
- **Lisa Mackay:** volunteers for the Protest Committee.
- **Margaret Harvey:** no longer on the Committee but still our Race Officer.
- **Maureen Fairey:** helps out at the start tower.
- **Mike McGlone:** the club's honorary accountant.
- **Neil Chalmers:** helps with the club's mail-outs.
- **Rodney and Kate Janes** (*Peppermint Planet*): compile the Handbook every year.
- **Roger Crabtree and Bill Maloney** (*Taipan*): own and run the Committee boat.
- **Tim Smedley:** Club Manager and often works behind the bar.

A big thank-you to everyone who helps out Richmond Yacht Club, you are all very much appreciated. And if you're interested in giving the club a hand, please contact Kate at the office, we'd love to hear from you.

A STAR TO STEER HER BY: MARK BECROFT

On 30th October, half a dozen RYC members rolled up to the 'Zookeeper's Son' in Royal Oak for a beer and Burger. We then met the rest of the team at the Stardome for an informative and entertaining evening learning a little about the constellations above us.

The seats were comfy reclined jobs: we all leaned back looked up at the domed ceiling and they turned the lights down. The stars looked as good as they do in the middle of an ocean, and without all of the light pollution we are so used to.

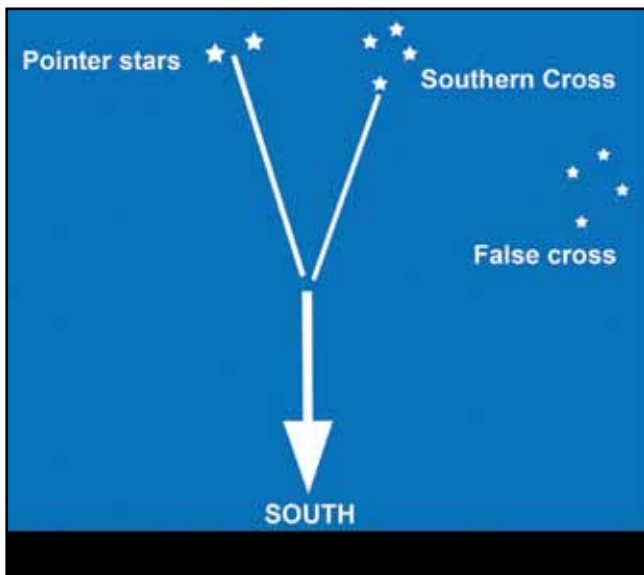
Using the marvels of modern media projection, we were guided to some of the more pronounced constellations visible to us in the southern hemisphere. We learned how to find the south pole using the Southern Cross. Where to find the great hunting scene of Orion and his two dogs. The ancients must have had way too much wine to call that second group of stars a dog.

We had a break outside for a gander through the telescopes... Wow! We saw the moon with all its acne. I reckon Rotorua's mud pools are just a copy of the moon's surface. Through the little telescope there was a red dot (no, not the Farmers sale); it was Mars. Then through the big telescope we saw Saturn and its rings as clear as a bell.

Back inside we tripped from one pole to the other to get a glimpse of the night sky from all angles. It was like sitting in a rollercoaster to watch the sky rolling around us.

Everybody had a great time. I would recommend a visit to the Stardome to all. They run the celestial navigation evenings every three months and have a variety of evenings going on all the time.

For details, see:
www.stardome.org.nz.



How to find South using stars.
(Ed's note - diagram is not to scale; do not use for navigational purposes!)

WANT TO TRY A NEW MARINE PRODUCT?

Calling volunteers to trial a marine product for free

The Club has been approached for volunteers interested in trialling (free of charge) a clear gel-coat product from Nano-Coat.

The idea would be to have a few Club members trial the product on their boats with the intention of monitoring performance and user feedback in the Club magazine. Mark Anderson from Nano-Coat will be available to help with suggestions for use and application (contact details below).

There are numerous potential applications given the coating can be applied by spray, roller, brush, or aerosol, is clear, UV protective, and has a molecular smooth finish (claimed low drag coefficient).

Some possible applications include:

- Topsides and deck areas: gel-coat to revitalise and protect existing paint – e.g. on older chalked paint.
- Windows: water beads and runs off more readily.
- Stainless steel: e.g. push pit, pull pit, bow sprit to prevent oxidation/rusting.
- Varnished teak and wooden areas: longer lasting UV protection.
- Canvas areas: spray application on awnings, outside covers – UV protection; internal squabs, carpets resistant to liquid spills/staining.

For those looking to haul out their boats before Christmas:

- Test patch anti-foul section: test the anti-fouling performance, ease of cleaning somewhere below the waterline.
- Prop: self-cleaning properties and potential gain in speed/max RPM.
- Trial the coating on a small hull: racing yacht, windsurfer, or jet ski.

If we get a reasonable uptake of interest, it should be fun and interesting seeing if this product is any good at protecting and speeding up our boats.

So, if you are interested in participating, please let Mark Anderson know at: mark@nano-coat.co.nz or call 021 810 391.

3 RACES, 2 PEOPLE, 1 BOAT

Race report from the crew of *Nocturne* (Townson 26)

I don't know if it had anything to do with being out of the country for 3 years and missing the series, but Lynn seemed rather excited about SSANZ 2014. After almost every Winter Series race, or bumping into small boat owners around the marina, it was, "are you doing SSANZ?" Maybe it had something to do with the ridiculous amounts of light breeze races we'd received over the winter season.

But from my recollection, it always blew like stink for at least one of the SSANZ races. And lo and behold: on the night of the briefing, two nights before the first race, it was stonking down the harbour with a 40 knot nor'-easters pushing waves into the seawall, with it expecting to build for Saturday. The race committee couldn't have organised a better Hollywood opening scene if they'd tried.

The forecast for the start time was looking nasty and I wondered how we'd even get out of the piles... so relief when the start was delayed by a couple hours. But then the race changed completely from survival mode to hunting mode. It turned into a race well suited for the light boats; we felt like we were searching for breeze most of the day and were thanking our lucky stars when we managed to reach the furthest marks just prior to the tide changing. We flicked the VHF on at one stage and turned it off in disgust moments later when we heard *Crocodile* doing a sched call - we were over a leg behind. But we managed to get home slowly after a cold, rainy day/night.

When I think back to Race 2, the word 'mint' comes to mind.

Brilliant race conditions; 15-20 knots; enough to make you feel like you're working for your money but not hold on for dear life. We didn't get a great start and found ourselves a little bunched. But as the leg to the south of Motuihe progressed, *Nocturne* was loving this wind angle, just slightly cracked sheets (you're not often surrounded by so many boats your own size) to judge boat speed ... we were slowly pulling away. (Apart from those light Elliotts, of course). Popped the kite after Motuihe and headed for the Ahaahas. The most exciting leg was probably after that where we gybed onto port for a beam reach to Whangaparaoa. Eventually dropping due to being blown too far north, climbed under headie and then tested our little kite. Yehaaaa... wish we had wind gear on the boat. Made the sensible call to change to the #2 in the shelter of Whangaparaoa for the long upwind leg all the way home. It took a while to get into the groove and sort the boat out. Mental note for the next race: look at the chart for the bigger picture and keep the food and liquid intake up. We made a few mistakes on the beat, possibly due to fatigue, but there's nothing like a couple Piedys in your vicinity to give you a rev up and race them to the end.

Ding ding! Round 3!

We're doing well on handicap for our division and didn't want to blow the last one... 63nm. On this premise I spent two hours on Friday arvo holding my breath, diving under, giving *Nocturne* a clean bottom.

We had an awesome start as we pointed up towards the Rakino channel, on a light southeaster, forecast to build and swing south. It was then up to Whangaparaoa, then round Waiheke to starboard. A lot of kites were hoisted early on the eastern side of Motutapu, trying to get the early jump but it didn't quite work out as the wind swung forward. We managed to get out unscathed as we lead the heavier boats to the bottom mark, playing with the dolphins in the Gulf. The next leg was going to take a while: we couldn't even see Gannet Rock due to squalls. Even though we knew the forecast, we opted to stay on the outside of Rakino and the Noises: it paid off. Then there was the leg to Shag Island, with a big lumpy sea as it hit the shallows of Waiheke from the fetch of the Firth of Thames, with the #1 up, thinking we should change but knowing we'd need it after we rounded. It seemed to take forever and I started to admire the quality of some of the boats around us and how they just seemed to deal with these conditions so much better. The sun set as we rolled around Shag Island. Next: Waiheke Channel - and then home.

The handheld GPS battery connection had been suspect all day and kept turning itself off. And with that reef sticking out from Pakatoa a long way, I wasn't going to take any chances, and quickly took a bearing. (Navionics on my phone decided to lose connection about the same time as well.) We extended too far, but I'd rather that than under. There were a few white nav lights ahead of us (I wonder who they are? Can we catch them?) and a few red and green lights behind us. Hoping for a nice reach all the way home once we got to Sunday Rock, we weren't so lucky... it swung to just a little too shy with a dyeing breeze. There was only one thing to do: get a rum down us, and enjoy the night sail and nice conditions.

SSANZ series is tiring work and it takes a few days to recover, but the sense of achievement and enjoyment overcomes that easily. Close racing in a larger fleet of similar sized boats, and from other clubs too. It's a brilliant event (despite the rain). As I write this, prizegiving is tonight where we'll find out if we've done enough. *Nocturne* does well for a 52-year old Townson 26: she does us (and I'm sure Des) proud... now bring on summer.



Nocturne.

SSANZ RACE 2: ANTONY TOLEDO

Race report from Reactor, *Reliant*: 40nm on 9 August

The morning forecast was for SSW 13-18 knots, and fine weather. The morning ritual of arriving early on a race day proved fortuitous. While preparing to ease out from pile moorings the sound of *Reliant*'s engine faltered and fell silent. Perplexed at finding the fuel tank empty, I grabbed the spare diesel on board and bled the engine fuel lines. The feeling of having plenty of time quickly evaporated: would we get to the race start on time? Will we get out of the marina?!

A helpful neighbour also preparing for race day, Doug off *Yotasaurus* (Far 727), offered to ferry co-skipper Malcolm from X Pier. However, relief came 20 minutes later with the welcome sound of engine in action and a feeling of success - we were going to make it... Or were we? We made a quick dash to X Pier to retrieve Malcolm, and we were on our way, still with enough time.

The engine died four times on the way to the start: without the early morning forecast staying good and a full set of sails, the 0920hrs start would have been beyond us. (It wasn't until the following weekend that a fuel leak was the cause and the likelihood of air continuing to find its way into the fuel lines was realised.)

Three minutes to spare: enough for one tack and head for the start line. We had a reasonable start, considering, and crossed the start line ten or so seconds after the start signal.

Sail trim to a close reach, a nice line could be made from the start to find our rounding point off the SE end of Motuihe Island. A pod of dolphins was spotted, a reminder away from race tactics of our surroundings and of the great environment we live and play in. A sail change allowed a brilliant spinnaker run all the way to Ahaaha Rocks, spoilt only by our lack of boat speed. (Note to self: we need a bigger spinnaker!)

A gybe at Ahaaha and an attempt to carry a spinnaker found us unable to keep our course to Tiri Channel. With the wind now gusting 20 knots, we decided to change to a #2 genoa. With this hanked on, hoisted, and spinnaker dropped, our beam reach ride became smooth. On this leg we heard that the co-skipper of *Wishbone*, Evelien, spotted whales, a mother and calf, most likely Bryde's whales.

This leg home was the most rewarding for *Reliant* and *Wishbone*, the two Reactors competing. The Reactors were in their element: wind against tide; 20 knot gusts; the apparent wind on our bow; flat sails trimmed and relishing the challenge.

Wishbone finished after 7hrs, 40 mins, 8 secs (7th on handicap) and *Reliant* 7hrs, 24 mins, 23 secs (10th on handicap).

Race report from Reactor, *Wishbone*: 63nm on 6 September

The third SSANZ race had a good forecast of around 12-15 knots, mostly from the SE so the #1 genoa seemed to be a sensible choice. We didn't have a good start on *Wishbone*, getting pushed out at the inner distance mark and having to do a quick tack and gybe to cross the start line.

We were hard on the wind through Motuihe Channel but then eased sheets and got the spinnaker up as we rounded Motutapu. After listening to the forecast of over 20 knots at Tiri, we dropped the spinnaker early and put a reef in the main to be able to hold the genoa (with a furler changing sails isn't a quick easy option). However, once round Navy Buoy and hard on the wind, it eased and we shook out the reef. The wind strengthened again and shifted as we tacked towards the noises and we ended up crossing north of the Noises and crossed just above the Ahaahas whilst most of the boats ahead who were further down when the wind shift came ended up much closer to Waiheke. I suspect they had flatter water and better conditions whilst we bounced over a nasty chop which was right on the nose due to the wind shift.

As the wind built over 20 knots we reefed the main and when that wasn't enough, we furled the genoa a bit and shook out the reef. We passed Gannet Rock about 5.30pm and tacked down to Tarahiki, by now in the dark, pursued by what turned out to be the Tracker *McHeath*.

After rounding Tarahiki we unfurled the genoa and reached across past Pakatoa, taking care to pass north of the long reef that extends out into the passage. We were then saved by Evelien's eagle eyes from getting too close to the unmarked mussel farm and tacked down past the bottom end of Waiheke in light wind. Once round the corner we deployed the Code Zero and reached across to Brown's Island beacon. We then furled the Code Zero as we were hard on the wind and managed to lay through to Bean Rock and then just managed to lay the finish line whilst keeping a wary eye on the big boats coming down Rangi Channel to the finish.

We crossed at 01:18, having held our lead on *McHeath*.

I challenge more all-women crew to take part in the SSANZ series as we have been the only all-women crew for 4 years now!



Bryde's whales, as spotted on SSANZ Race 2 by Evelien on *Wishbone*.
(Photo: Evelien van Vliet)

RYC SSANZ RESULTS

Richmond Yacht Club members were well-represented at the SSANZ Triple Series prizegiving. It is great to see club members doing so well, especially competing against boats from other clubs!

Here are the RYC boats that won prizes at the SSANZ prizegiving:

Races 1 (Baltic 50):

- Longhaul Division 1: *Equilibrium* (1st on line, 2nd hcap)
- Shorthaul Division 2 - Sportsboats: *Mercenary* (2nd hcap)
- Shorthaul Cruising Division: *Activator* (1st hcap)
- Smallboat Division 2: *Crocodile* (1st hcap), *FX* (1st on line, 2nd hcap)

Race 2 (NZ Spars & Rigging 60):

- Shorthaul Division 1: *Wandering Star* (3rd hcap)
- Shorthaul Cruising Division: *Activator* (3rd hcap)
- Smallboat Division 1: *Manawa* (1st hcap), *Comfortably Numb* (3rd hcap)
- Smallboat Division 2: *Tiny Dancer* (1st hcap), *Rock Lobster* (3rd hcap)

Race 3 (Evolution Sails 100):

- Shorthaul Division 1: *Wandering Star* (1st hcap)
- Shorthaul Cruising Division: *Activator* (2nd hcap), *Cruise Control* (3rd hcap)
- Smallboat Division 1: *Nocturne* (2nd hcap)
- Smallboat Division 2: *FX* (3rd hcap)
- Smallboat Cruising Division: *Nevenka* (3rd hcap)

Series results:

- Shorthaul Division 1: *Wandering Star* (3rd)
- Shorthaul Cruising Division: *Activator* (1st), *Cruise Control* (3rd)
- Smallboat Division 1: *Nocturne* (1st)
- Smallboat Division 2: *FX* (2nd)
- Longhaul fastest overall elapsed time: *Equilibrium*
- Smallboat fastest overall elapsed time: *FX*.



***Tiny Dancer* at the start of SSANZ Race 1.
(Photo: Ginger Photography)**

Antipasto ideas for your summer cruise

Plain Sailing Editor, Cornelia Luethi, shares some ideas for cruising food - inspired by the selection at New World.



Provisioning for an extended cruise has its challenges, especially if you're limited in food storage space, and have either no fridge or a small fridge. But it's your holiday, and holidays are all about eating yummy food, right? An antipasto platter can be a good way around this problem: pile the platter high, and you have an easy, no-cook lunch... perfect for those hot, sunny days.

Here are antipasto ideas, with boat-friendly food:

Bread: Normal bread only lasts a few days, so take along some long life pita bread (check the shelf life before you buy), or grissini (Italian bread sticks).

Dips: Basil pesto lasts for ages. If you don't eat the whole tub in one go, you can extend its shelf life by topping up the tub with olive oil. This prevents the pesto from drying out and oxidising.

Meats: Vacuum-packed beer sticks, salami and prosciutto last for a very long time in the fridge. You might also find some smoked, vacuum-packed meats in New World that don't even need refrigeration till they're opened.

Cheese: Look at the best before dates carefully before you buy cheese as these can vary significantly. A genuine French Brie or Camembert often has a longer shelf life than its kiwi counterpart. A good long life option is Feta: cut it into chunks; drizzle olive oil over it, and sprinkle with finely chopped rosemary. (Rosemary is great for cruising, I always take a handful. It doesn't matter if it dries out, and is great in steak marinades and for making skillet focaccia.)

Veggies: Sun-dried tomatoes, olives, artichoke hearts and other vegetables preserved in olive oil are nice to snack on and have a long shelf life.

Nuts: Cashews and pistachios are a great any-time snack. Pop some on your antipasto platter too.

The photo on the right was taken about two weeks into our summer cruise, with no shopping trips since we left the dock at Westhaven.



Antipasto at Te Kouma, Coromandel.
(Photo: Cornelia Luethi)

BITS AND BOBS: FROM THE OFFICE

RYC burgees

Going cruising over the holidays? Then you'll need a lovely RYC burgee for your boat. Just \$20 from the office.



Free RYC stickers

Show the world that you're a Richmond Yacht Club supporter! Choose from car bumper stickers or decals for the transom of your boat - 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

It's party time! And the RYC clubrooms are a fantastic function venue, complete with top quality audio-visual systems and plenty of free car parking... ideal for hosting 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.

CLASSIFIEDS

Members' classifieds will be placed free upon request. (To promote your business, please speak with a friendly committee member about sponsorship opportunities.)

For sale: Elliott 7.9 - FX

After 9 years of ownership, *FX* is for sale: we are looking to upgrade to a larger (cruising) boat. *FX* is a proven race boat that's well set up for short-handed sailing, fully-crewed racing, women's racing, as well as cruising. The boat is in excellent condition with a near-new sail wardrobe, new winches, new ropes, etc. 14hp Kubota diesel inboard engine with new gearbox.

Launched in 1997 by Chris Highley: cedar core and ply decks. Dibley keel and rudder. Retractable carbon prod and carbon spinnaker pole. A well-balanced boat that points high and goes fast.



Asking \$54,000. Full details are at: www.kiwirigging.co.nz/fx.htm
For viewings, contact Cornelia: email cornelia@fxmarketing.co.nz or call **021 689 468**. *FX* is at Westhaven G34. Genuine enquiries only please.

CLUB INFORMATION

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	Audrey Cole	
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 & 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



COVER PHOTOS: Front: The Elliott 770s battle it out in the Wednesday Night Series: *Crocodile* and *Faster Coyote*. Back: *Revolution Blues* in the first Wednesday Night Race of the 2014/5 season (with *Tiny Dancer* on the left). (Photos: PicturesByCornelia.com).



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