



RICHMOND
YACHT CLUB

Plain Sailing

May 2015



FROM THE FLAG

It's quite hard to believe that Wednesday night racing is over for another season, and a March cold snap dented cruising a bit.



Now is the time for a few weeks' rest before Sunday winter racing starts – organise your boats and crew ready for the CRC and New World winter racing starting early May. There are great series spot prizes too!

A great night at the RYC Original Wednesday Series prizegiving - congrats to the boats that took out the winning spots. Thanks to all the skippers and crew who competed.

It is always on the Race Committee's minds to work out ways to increase fleet sizes. We tried a few different things this year: reformatting the destination into the Gulf series, and combining races with Squaddy and Ponsonby. This definitely resulted in busy starts and 'fleet' racing. Please let us know what you think of these ideas so we get an idea of how to adapt to your sailing needs.

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 all our sponsors, who are advertised throughout the magazine, for supporting the Club. Please make sure you support them too.

It is that time of year when the AGM looms! The Club is run by volunteers (mainly) and we are always looking for help with our activities, from chores to race tower to the committee. Think about putting your hand up to help please, it is not necessarily a big commitment.

See you on the water on May 10th!

John Davies
Commodore



Predator crew try out their storm jib.
Photo: Cornelia Luethi.

EDITOR'S WELCOME

Summer's finally over, but wow, what a summer it's been. We finally got away for our summer cruise on *FX* in April, and enjoyed almost non-stop T-shirt weather at Te Kouma. The new canine crew member, Mac, developed good sea legs, but it does get quite cosy on a 26' boat with 2 dogs, even if they're small dogs. (Yes, *FX* is still for sale and the price has been reduced - the dogs are waiting for someone to buy her so they can enjoy a more spacious floating kennel.)

If you have any sailing stories to share, please do send me your words 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 as they really bring your stories to life.

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

Happy sailing,

Cornelia Luethi
Plain Sailing Editor



Cornelia Luethi doing the doggy paddle with Minnie and Mac at Te Kouma.
Photo: Grant Jenkins.

WELCOME TO OUR NEW MEMBERS

General and Family members:

Andrew Brainard and Jordan Vaughn (Whiting 29, *Pukeko*)
Derek Simpson and Karina Rossiter (Farr 38, *Fulmar*)
John and Lisa Marshall (Davidson 28, *Opal*)
Tony Lawton (Bavaria 41, *B41*)
Josh Bargrove (Jim Young 840, *RNB*)

Crew Members

Rochelle Mahon, Jacki Byrd, Martyn Spencer, Susann Beier, Jenny Long, Rob Brooks, Craig Davidson.

New members are very welcome!

See the club's website or office for details.



CALENDAR & NOTICES

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

June	7	Sun	Winter Series Race 3
	13	Sat	Flap Martinengo Memorial Race
	21	Sun	Winter Series Race 4
	26	Fri	AGM and Annual Prizegiving/Dinner
July	5	Sun	Winter Series Race 5
	11	Sat	SSANZ 60
	19	Sun	Winter Series Race 6
	31	Fri	Social Event: Quiz Night
August	2	Sun	Winter Series Race 7
	8	Sat	SSANZ 100
	16	Sun	Winter Series Race 8
	28	Fri	Social Event: <i>Ngataki</i> or Island Cruising
	30	Sun	Winter Series Race 9 (final)
September	5	Sat	SSANZ 50
	25	Fri	Social Event: Cruising Tiritiri Matangi

Winter social events

We're finalising a variety of topics for the winter dinners at the RYC. Come on down to Westhaven and join us for dinner.

Would you like to know more about Tiritiri Matangi as a cruising destination or a stop off on the way to Kawau? That's confirmed for 25 September. And there's more being planned...

Would you like to learn about the whales and marine life in the Hauraki Gulf?

What about a visit from someone who can tell us about some of the options for a sailing holiday in the islands?

We are hoping to hear the history of one of Auckland's fine old ladies of the sea. That's the story of the yacht *Ngataki*, not a wrinkly old sailor.

Did someone mention quizzes and games? Between May and September, the club will be open for dinner and entertainment on the last Friday of the month. It's a great way to stay in touch with crew and keep up contact with your sailing buddies

There's a great range of low and no alcohol beverages on offer, so you can safely come along and enjoy the social side of belonging to the Richmond Yacht Club.

AGM AND ANNUAL PRIZEGIVING/DINNER

The Annual General Meeting of Richmond Yacht Club will be held on Friday 26th June 2015 at 18:30 hours at the club. Presentation of club reports will be followed by the election of officers and committee for the 2015-16 year. All members are encouraged to attend.

Notices of general business must be in the hands of the Secretary by the 28th day prior to the meeting.

Any member who would like to offer their services as a committee member, please contact Kate in the office for a nomination form.

The AGM will be followed by dinner at 19:30 hours and the annual prizegiving at 20:30 hours.

75TH ANNIVERSARY OF RYC CLUBHOUSE

The Richmond Yacht Club clubhouse was opened on 14th November 1940 - which makes this coming November the 75th anniversary.

The book, 'Lee Rail', describes the clubhouse as "a gem of art deco architecture".

"The club was fortunate in having two architects among its members - Messrs RA and RL Thorpe - who, with their knowledge of the requirements of yachtsmen, were able to put forward many suggestions that were worked into the plans."



Photo: from 'Lee Rail: A Centennial History of the Richmond Yacht Club 1903 - 2003' by Harold Kidd and Robin Elliott. Copies available from the office for \$30.

How should RYC celebrate this anniversary?

We'd love to celebrate the 75th anniversary of our clubhouse, and we'd appreciate your ideas and input. Please contact Kate at the office with your ideas.

Thanks - we're looking forward to hearing from you.

BITS AND BOBS: FROM THE OFFICE

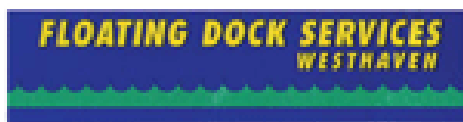
RYC burgees: RYC burgees for your boat are just \$20 from the office.

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.

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



Wednesday Night Series

The Wednesday Night Series managed to get 11 of 12 races finished so almost a full house. We averaged 65 boats - something to beat next year!

Congratulations to all the winners - the handicap winners are listed below.

Most of the divisions were pretty close on points so hopefully that means you all had some good racing. Many thanks to Margaret and the tower crew and Roger and Bill and crew on *Taipan*.

Wednesday Night Series 2015
handicap winners:

Div. M: *Dirty Deeds*
Div. A: *Equilibrium*
Div. B: *Thor*
Div. S: *Team Sex*
Div. C: *Vingilot*
Div. E: *Kerkira*
Div. Q: *Fast Company*
Div. D: *Tiny Dancer*
Div. H: *Nocturne*



**Just another stunning Wednesday evening
on the Waitemata Harbour.
Photo: Cornelia Luethi.**

CRC and New World Winter Series

CRC and New World are the main sponsors of the forthcoming Winter Series - many thanks for the ever-popular prizes!

And Lidgard Sails are sponsoring the spot prizes, which are:

- Major spot prize \$1,000 voucher towards a new sail. Each yacht's entry into each race will go in the draw. This skipper's prize will be drawn at the final prize giving.
- \$100 - \$200 vouchers for sail repairs.
- Spot prize of crew shirts.



FRIDAY NIGHT SPECIAL: BY NANCY DAVIES

A view from the crew...

I've been on boats all my life. A Farr 1220 was my childhood playground; then dad was tempted over to sailing catamarans, and this has been the family cruising vessel for the last 15 years. We call it the 'mothership', because she supports any number of smaller craft that may be lacking in wine, food and childcare.

But despite all this time on the sea I had very little idea how to actually sail, and a lot of vagueness around which rope changed what. I'd recently moved home from overseas so decided it was high time to develop the latent sailor in me.

Enter the Richmond Friday Night Special. Every Friday was different, and every boat has added another layer to my slowly accumulating knowledge.

Learning how a boat responds to you is a feeling hard to describe to those on land, but the Friday Night Special is an amazing opportunity to find out first hand.

I never anticipated just how different each individual boat is, but my pride at now being able to see past the superficial changes and identify the different elements is huge. That mess of ropes that sometimes do things to the mainsail are becoming individual elements of cunningham, vang and outhaul.

I got the chance to do one race two-handed and was equal parts daunted and exhilarated! It taught me a lot about how every small change affects the overall feel of the boat.

My heart still beats a little faster when we really heel over but I'm learning to know the difference between the boat being overpowered and me just being jumpy!

So thank you to the generous skippers who share their boats and hand over their helm to me; their crew who patiently coached me through things that come as second nature to a seasoned sailor; and RYC who make it all happen.

When it's been a long day, the flags on the Harbour Bridge are flapping weakly, and there's a persistent drizzle, it's often difficult to articulate what makes sailing worth it. Yes I'll sit in the damp; things might (will!) go wrong; strong words may be spoken, and... please, when can I do it again?



Chasing the pot of gold in the final FNS race. Photo: Kate Herstell.

FRIDAY NIGHT SPECIAL: BY MARK BECROFT

The Rime of the Ancient Mariner

*It is an ancient Mariner,
And he stoppeth one of three.
'By thy long grey beard and glittering eye,
Now wherefore stopp'st thou me?'*

It's like this... Three young men were walking to a wedding. An old sailor takes one by the hand and says, "stop a moment and I'll tell you a tale." The other two continue to the wedding. The young man then asks the sailor "Why did you stop me?"

Okay, it's a bit hard to read. But still, there is an interesting tale going on amongst the ramblings of an old man in an olde tongue.

But enough of days long gone.

What about the last of our Victoria Cruising Club Friday Night Specials?

22 gallant vessels with 60 hearty crew on board plied the sparkling waters of the Waitemata for the last race of the season. 'Twas a lovely evening with a light breeze and several of the crews dressed as pirates upon the craft. It was, in fact, such an enjoyable evening that all but one vessel did an extra round of the race course. It appears that the crew on *Flojo* were the only ones who noticed the shortened course flag flying from the Richmond Tower and so, were the only ones to stop whilst the rest of us carried on racing, oblivious to our mistakes.

We finally arrived back at the club and the Admiral of the fleet then took to entertaining one and all with a little quiz after dinner. The prize giving followed with bottles of rum and spot prizes aplenty! From the number of smiles on the faces around me, I'd have to say everyone had a good time.

Our thanks go to Mount Gay Rum and Victoria Cruising Club Trust for their generous sponsorship.

We look forward to sailing with you all again next year!



Admiral Mark Becroft.
Photo: Kate Herstell.



GULF SERIES: BY TONY EVANS

What a great summer series we have had. Superb weekends away, beach BBQs and generally fabulous sailing conditions. Our thanks to Rodney for organising the series and hosting some legendary gatherings aboard *Peppermint Planet*. A big thank-you also to Margaret, and the race tower volunteers. And a really big thank-you to the *Taipan* crew for acting as finish boat and joining in the beach BBQ fun.

Richmond held eight destination races during the summer, including around-the-island races as well as some fabulous away weekends to Waiheke, Mahurangi, Kawau and Islington Bay.

A change in format this year saw the club joining forces with Ponsonby and Squadron Yacht Clubs to bluster yacht numbers and fun in several of the races. This worked extremely well, with some 40 plus yachts on most occasions.

The night race to Kawau was spectacular this year. With a nice 15-20 knots of southerly breeze getting us to the finish in 3 hours. What a magic spinnaker ride. Saturday was spent relaxing with a lazy breakfast, bush walks and swimming. Followed by a classic Richmond beach BBQ and a few quiet rums with our good mates from Lidgard Sails. Thanks guys for your support and company during the season. We also had great spot prizes from CRC, New World and Coastguard Education.

The format and relaxed nature of the races allowed me to introduce sailing to a bunch of new friends and have some awesome rides. A big thank-you to the *Predator's* crew, for some awesome catering... we luv pie!!

So if you can join in next summer, I can highly recommend these weekend escapes. Such a great excuse to get away; visit some of Auckland's best anchorages; and enjoy the company of our club friends. Spinnakers are optional; the handicapper will look after you and we certainly aren't that serious. It's all about having fun.



Predator crew enjoying an epic sleigh ride to Kawau.



Predator crew enjoying breakfast at Waiheke.

ROUTE 66: BY SARAH LEIGHTON

Route 66 on *Predator*

This year's Route 66 was my second coastal race and to be honest, I found myself repeating the quote, "a smooth sea never made a skilful sailor" more than once during the battling conditions. But boy, what a ride, what epic swells, I didn't spill anything overboard and I loved sailing with the female crew – well nearly all female!

This year's crew on Tony Evans's *Predator* consisted of four lovely ladies and Tony, who was exceptionally well fed but held out, in vain, for bikinis and sunbathing weather (there's always next year, Tony).



In 30-35 knot winds, the Beale 9 was helmed incredibly well by Sarah Michel and Christel Townley. We were stalled by the changing wind pressure off Leigh around 7pm, and then by a very cruel outgoing tide at the mouth of the Marsden Cove Marina. Arrival – 2.30am. Quite a contrast to my inaugural coastal race, the Coastal Classic five months earlier, that saw twice the distance covered within a comparable timeframe. However, the party on shore still epic – but a little different...

On arrival, the pier was still partying. Approximately 10 to 15 men kindly assisted with mooring *Predator* and they conversed with Tony about *Predator's* design and performance, until Tony disappeared for a couple of seconds below. Then, without hesitation (nor invitation) everyone boarded the boat, with rum and coke to share, so all were welcome of course.

Before the night ended at around 4.30am, we had a few questions to answer from the guests on board: "were we all Tony's daughters?", "were we students or professional sailors?", and "did we really sail this boat up?", which of course one of the girls replied with a quick wit that "we were too busy having pillow fights to sail". Come on lads!

Breakfast the next day set us right, along with very generous prizes. Respect to the single-handed guys and to our Skipper, Tony.

See you next year, boys – Sarah Leighton (a.k.a. Metric), Sarah Michel, Christel Townley, Nancy Davies.



MANAWA'S NZ CIRCUMNAVIGATION

In the last issue of 'Plain Sailing', Mark and Keith wrote of their trip around Cape Reinga and down to Milford Sound. Here's the next instalment from *Manawa*:

A Marauder in Fiordland

After a particularly uneventful trip down the west coast in our 28 foot Marauder, through the (not) fearsome Tasman Sea, (see 'Plain Sailing', February 2015) we awoke to a beautiful sunny first day in Milford Sound.

Even with the mosquito nets drawn those 'flying teeth' (sandflies) managed to wriggle their way through and draw blood as we slept.

There were only 3 yachts in Deep Water Cove. Peter was sailing his 46-foot farm trough around the country with his American brother-in-law, Carl. The other yacht had a couple on board from Tasmania who were at the start of a two-year adventure afloat.

A trip ashore in the dinghy and a two-kilometre walk took us Downtown, which consisted of a café and bar, a car park full of rental cars and camper vans, 36 coaches and a transport hub for the numerous ferries that ply 'The Sound' each day.



It's not Milford Sound without a picture of Mitre Peak.

We could buy a pie for \$7, but there was no way to buy a dozen eggs, a loaf of bread and a bottle of milk without making a 2-hour bus trip to Te Anau, plus an overnight stay, as the busses only left Milford Sound in the afternoons. We had provisioned well before leaving Northland, so we were not about to go hungry.

We watched the Lemmings march from their coaches onto the waiting armada of ferries for their 1.5-hour cruise around Milford Sound. They then marched back to their coaches for the four-hour trip back to Queenstown. That's about how much time the normal tourist spends in Milford Sound.

The row back to *Manawa* was made more interesting by an afternoon breeze coming up and the dinghy slowly going down as it had a leaking valve. The valve was repaired; tuna was consumed for dinner; and our neighbours came over for a few too many drinks.

We bought some diesel from Peter the next day to replace some of the one hundred litres we had burnt on the way down the coast. He had a contact to buy fuel from the pump in town instead of having to pay \$2 per litre from the pump on the wharf.

The next morning we rowed across to Sand Fly Point and walked the bottom end of the Milford Track. We were both surprised at how wide, flat and well-developed Milford Track was. We enjoyed a leisurely stroll as far as Giant Gate Falls and back over the morning.

We then took *Manawa* across to Jackson Cove for a visit to the Milford Discovery Centre and 'The Deep', a floating aquarium. There we learnt a little about the history of Milford Sound (Fiord), the track, the road, the Homer Tunnel and the meaning of life. We then went ten metres down inside the floating aquarium to see black coral growing in flowerbeds outside the windows.



Giant Gate Falls.

It had finally started to rain, so we could marvel at the multitude of waterfalls cascading down the near vertical cliffs all around us.

Saturday morning, we made *Manawa* shipshape for sailing again, and motored out through the sound. The local weather guru said that there were light south-easterly winds. As we approached the entrance, we felt a healthy breeze, which had us keen to hoist some sails and race off down the coast. Unfortunately, when we got out to sea we realised it was just the wind through 'The Gut', which is channelled around the mountains. Instead, the windex was rolling around in circles in the big swells with insufficient wind for sailing. So we motored for four hours down the coast past Poison Bay, Sutherland Sound and Bligh Sound to George Sound.

We were intrigued by the rectangular and triangular rock formations at the entrance to George Sound. George is wider than Milford with a mix of cliff and hillsides where the glacial motion has cut through softer rock and dirt. Many areas had bush right down to the waterline, making it look more like a lake than the seaside. This is largely due to the layer of fresh water on top of the salt water, which lets the forest grow down to the beach.

Right, let's go catch some of those famous South Island Blue Cod... (*Continued over the page...*)

MANAWA'S NZ CIRCUMNAVIGATION

As we motored out of the bay we dropped 'disco squid' back over the side. Within 50 metres we had hooked a nice big kahawai, so we turned back and didn't bother with the cod fishing. We tied to a mooring line behind a quiet little island and settled down for the night. We had found the mosquito coils by then, so the thousands of flying teeth coming out of the bush mainly left us alone.

We motored out of the sound and dropped our crayfish pot, and went to the other side to escape the hundred or so cray pots that lined the northern coastline to try for some cod.

The first thing up was a medium-sized parrotfish, which we thought was not such a good omen. Next out of the briny was a 45 cm fat blue cod, the biggest for the day. A few more were caught and we were happy. We popped back to the river mouth again for the night, but another yacht had the prime mooring already. We dropped the anchor, rowed a stern line ashore and settled for another quiet night as the rain came down and the waterfalls were again all around us.



Smooth as a mirror in George Sound.

The next morning we explored the head of the sound. We were making 7 knots, mainly from the gale force winds pushing under the spray dodger. When powering back out into the gale at 1.5 knots, we noticed steam coming from the exhaust: that's not a good look. So we killed the engine, turned, and blew down into a peaceful spot behind a little island to drop the anchor.

Wire poked down the engine water inlet would not dislodge whatever was stuck in the pipe. We were sitting at anchor in 45 metres of water in one of the remotest parts of the country. How were we going to remove this blockage? The water was too cold for us softies to go over the side, so Keith unscrewed the skin fitting and poked whatever was stuck in the hole with a bit of wire; the water gushed in and he screwed the skin fitting back on.

Later, we went ashore and quietly made our way through the pristine ancient forest to the base of a huge waterfall. I think it's something to do with the power of nature that draws us to sailing. Knowing that whilst we can use the power of the wind and the waves, Mother Nature will always be the boss. Standing so close to the base of these waterfalls, the sound of the massive torrents of water and sheer power took my breath away, giving rise to feelings and emotions that are completely beyond words.

We had made a friend: Jon the seagull was hanging around. He had a broken leg; one foot was at a strange angle and poked up through his tail when he was flying. He started hanging around when we were fishing and stayed for a few days as we fed him with scraps, Cheezels and spare bait.

Next day we tramped up the Katherine River Track, which was very different to the Milford Track. Keith took his bow in case we flushed out any game, but we were the only things moving in that remote valley. When I think of wilderness now, I think of George Sound. It really is a beautiful spot to visit.

There was a blow going through overnight that wasn't expected to last long, so we planned to head back up the coast the next morning. Just before daybreak we dragged ourselves out of bed; things weren't right and neither of us could sleep. We doubled the mooring lines, tied the dinghy to the cabin top and went back to bed for another couple of hours. The howling winds moderated later in the morning so we went out to retrieve the crayfish pot. The wind had moved it 50 metres from where we dropped it and its float was tangled with one of the commercial pots. We finally pulled it up to find a gaping hole in the side and no crayfish. We fished in a nearby spot and after hooking 4 sharks, decided that the cray pot had probably been torn open by a shark stealing the bait.



Our friend Jon, the seagull, with Keith in the rain.



Manawa in snow.

Next morning we rigged a number 2 and a reefed main as we headed back out of George Sound. *Manawa* whooshed off up the coast towards Milford Sound. We arrived in Milford early in the afternoon to find snow on the tops of every hill around the Sound. It snowed in the first week of February!

The next day we packed *Manawa* up to be left on one of the DOC moorings; got a lift to the café; and arranged for a hotel room in Queenstown for the night. We even had time for a beer before we boarded the coach for the trip back to civilisation. We spent one night in Queenstown and had plane tickets to Auckland booked for the next morning.

If you get a chance, take your boat to Fiordland. It's a magical place.

RYC MEMBERS AND THEIR BOATS

Kevin Murphy: Jim Young 9.4, *Prawn Broker*

If you've ever wondered about *Prawn Broker's* name, it's because she hails from Lake Taupo and was built at the freshwater prawn farm near Huka Falls. That's where Kevin Murphy brought her from 12 years ago, and he reckons he's sailed over 30,000 nautical miles on her in that time - both racing and cruising.

"I've sailed round the North Island twice on *Prawn Broker*: once two-handed, and once fully crewed. The fully-crewed circumnavigation in 2007 was one of my sailing highlights: we did the Line 7 Regatta in Wellington. We arrived on the Thursday night, and the racing started on Friday! We did 8 races over 3 days and got 6 guns and second online twice. We had an absolute ball, and the hospitality from Royal Port Nicholson Yacht Club was superb."

Kevin grew up sailing keelboats...

Unlike most kiwis, Kevin grew up sailing keelboats rather than dinghies. "I grew up on Waiheke Island, and there wasn't a yacht club there. So the boat I crewed on when I was 12 years old would sail from Waiheke, over to Akarana to do their winter series, and then back to Waiheke afterwards."

Kevin's parents owned a Raven 26, and Kevin's first boat (a keelboat, of course), was *Hydromania* - a 22-footer that was locally designed by Mark Stevens. That was about 30 years ago, and it's when Kevin started sailing with Richmond Yacht Club. "I did Destination races, Wednesday nights, Winter Series, and so on. I won a few trophies with that boat."



Kevin Murphy and crew on *Prawn Broker* in Opua, after the last race of Bay Week 2015.

Kevin owned his next boat, *Mama Cass*, for 10 years. "Greg Elliott's father built that boat, and Bruce helped build it too. I won lots of trophies with that boat!"

During the years that he owned *Mama Cass*, Kevin was on the RYC Committee for 8 years, and Commodore for 2 years. "That was a fabulous time for me," he says.

Cruising is just as important for Kevin as racing, and it's something his wife enjoys too.

"Prawn Broker is very cruisable, as she has 3 double berths, a hot shower and an anchor winch."

"I'm self-employed, and generally work 7 days a week, so when I'm not working, I'm sailing. I live to go sailing, and it's great to go somewhere different every so often."

What's next for Kevin?

As it happens, Kevin has just purchased a new boat, called *Titanium* - a Thompson 38, designed by Steve Thompson and constructed out of carbon and kevlar.



***Prawn Broker* in cruising mode.**

So, after 12 years of happy ownership, *Prawn Broker* is now for sale...

***Prawn Broker* is for sale!**

She is a much-loved, well-sailed, successful Jim Young 9.4 with a proven record. Also well set up for cruising.

3-year-old mast. New 20HP Mercury outboard in 2014. Main, No 1 and No 2 all under 3 years old. Full range of downwind sails. Full set of instruments, GPS, autohelm. Electric capstan, operated from the cockpit.

All ready to go. \$75,000 or offers.

Call Kevin 021 837 972.



Got something to sell?

Members' classifieds will be placed free in Plain Sailing upon request - just contact Kate at the RYC office.

Or if you'd like to promote your business, speak to a friendly Committee member about sponsorship.

SPONSOR'S FEATURE

Mount Gay Rum has been associated with the sailing community for over three centuries

Founded in 1703, Mount Gay Rum became an integral part of the sailing community when sailors would bring back a cask of rum as proof of their passage across the Atlantic to Europe from the New World.



In New Zealand, Mount Gay is the proud sponsor of NZMYC Coastal Classic, the Trillian Trust Classic Yacht Regatta, club events around the county and, of course, the Richmond Yacht Club Victoria Friday Night Special.



Photo taken during a Friday Night Special race, by Mount Gay Rum's NZ representative, Jacqueline Nichols.

Have you tried the Mount Gay range?

Mount Gay Rum has aged expressions beyond the sailors' favourite (Eclipse).

Try Mount Gay Black Barrel - a versatile dark spirit for those who enjoy rum and bourbon. This small batch handcrafted blend boasts a second maturation in charred oak bourbon barrels. Some of you may be fortunate to receive it as a prize!

Mount Gay Extra Old is a Reserve Cask handcrafted rum - an opulent blend of the finest spirits aged for 8 to 15 years.

The top of the range is Mount Gay 1703 - Old Cask Selection: a special and harmonious blend of the finest single and double distilled rums from Mount Gay's oldest reserves... Perfect for celebrating and savouring.



Allen Smith, Master Distiller.

MOUNT GAY RUM

MOUNT GAY®
Est. **1703** Barbados Rum



THERE'S A TIME AND A PLACE.



Drink responsibly.

TEAM ALVIMEDICA: BEHIND THE SCENES

RYC member David Swete is racing with Team Alvimedica

Dave Swete is bow/trim/helm for Team Alvimedica. And during the Volvo Ocean Race's Auckland stopover, a contingent from Richmond Yacht Club were invited to take a behind-the-scenes look at the team's base and boat...



Don't be fooled by the glamorous look of the Race Village at the Viaduct... the reality for the crew is very different.



Right: Dave shows us 'The Boat Shed': this is the main maintenance facility, which is shared by all the teams. Sharing the facilities keeps the cost of competing lower for the teams, rather than if they all had their own setup - though each team does also have their own shore crew. The Boat Shed is used for rigging, sail making, etc.

Speaking of sails, each team is only allowed 4 spare ones - and they have to be pre-selected before the start of the race. Choosing the sails - and when to receive them - is a very tactical decision. Team Alvimedica will receive their new sails (a J1 jib, fractional code zero, masthead code zero and gennaker) when they get to Brazil. "We've used the same sails from the start till now," says Dave. "Our plan is to get more points at the end of the race, when there are lots of shorter legs."



The team bases are functional rather than fancy. Team Alvimedica was in the midst of packing for the leg to Brazil when Richmond Yacht Club took a look around.



Left: "We steer with this. It's quite self explanatory," jokes Dave.



Right: Looking inside the boat was an experience. Perhaps you looked at the half boat cut-out in the Race Village? Well, it doesn't do the real thing justice.

Crawling over the uneven floors was hard enough to do at the dock - the mind boggles as to what it would be like heeled over (with the keel canted, of course), in rough seas. On top of that, it's pitch black inside, thanks to the carbon fibre construction, so it's about as homely as a coalmine.

Using the head would be a challenge too: it's like a tiny circular hand basin in the middle of the boat... no door, of course. Imagine using that heeled over!



Left: There are motivational statements above the hot bunks.

Each boat has 8 crew (except for SCA, the girls' boat, which has 11 crew) plus one media person. The media person isn't allowed to help with sailing but they do cook. This involves boiling water for the freeze-dried food. (Which, according to Dave, tastes OK, it just gets repetitive.)



Left: RYC Commodore, John Davies, thanking Dave for the tour.

Thanks so much for organising the tour, Dave - RYC is closely following the progress of your team. Fair winds!

WESTHAVEN MARINA UPDATE

Utility charges and new pedestals

Westhaven Marina has completed a marine-wide upgrade of power and water pedestals that are capable of providing and measuring the supply of electricity and water to each berth, as well as housing pier lighting. This allows a move to a user-pays approach to power and water.

Benefits of user-pays services include:

- **It is fairer:** the pedestals enable boat owners to pay fairly for their actual water and electricity consumption. Until now, owners have paid a rate that is based on an estimated average, calculated according to berth size, which has meant that low consumers have subsidised high consumers.
- **It reduces consumption of power and water:** international marinas say that moving to user-pays services could reduce consumption by around 40%.
- **It was an opportunity to upgrade the pedestals:** many of the existing pedestals were at or near the end of their useful life and required ongoing maintenance and repairs.
- **It removes electricity and water from operating expenses,** and income collected from these services will be returned to the OPEX fund, for reinvestment in the marina. Westhaven Marina expects that most vessels will ultimately pay less for power and water, and therefore savings will benefit the berth holder. There will be a period of adjustment this financial year until exact usage and savings are recognised.
- **Costs are constantly monitored to keep Westhaven affordable and in excellent condition.** Westhaven Marina's OPEX fees are reasonable compared to other marinas in the Auckland region. At the end of the 2015/16 financial year it will be known more accurately what the savings are, and they will be reflected in the annual audited accounts.
- **Berth holders won't be charged on a user-pays basis for power and water until at least 1 July 2015.** Note that some high-use customers (mainly three phase) are already being charged for use. Electricity is currently charged at 27 cents per Kilowatt hour, a similar rate to what you are likely to be paying at home, and water at \$4 per 1,000 litres.

In the meantime, Westhaven Marina will issue regular readings from your berth's meter with your invoice so you can get a picture of your consumption and reduce it if necessary, e.g. by turning off dehumidifiers, fridges/freezers, etc.

Westhaven Marina is currently reviewing the monthly readings, and this information will assist them in some pending decisions, for example managing billing for very low consumers.

From: <http://www.westhaven.co.nz/westhaven/the-forum/pedestal-upgrade-project/>

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	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>
Andrew Hall	<i>Unitec II</i>
Peter Locke	<i>The Bondi Tram</i>

Office Hours

Tuesday to Friday, 10am to 3pm

Contact

Richmond Yacht Club, Inc.
Westhaven Seawall
PO Box 46-324, Herne Bay
Auckland, New Zealand
Phone: +64 9 376 4332
Fax: +64 9 360 2379

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

Email: info@richmondyc.org.nz

Web: www.richmondyc.org.nz

Facebook: <https://www.facebook.com/RichmondYachtClub>



Hint: You don't need a Facebook account to see the RYC Facebook Page - just visit the link and you'll see all our photos and posts.

COVER PHOTOS: Front: Wednesday Night Racing (photo: Cornelia Luethi).
Back: *Manawa* in snow in Fiordland (photo: Mark Becroft/Keith Bekker).



Please support our generous sponsors:



NEW WORLD

Victoria Park

Birkenhead

