



RICHMOND
YACHT CLUB

Plain Sailing

February 2016



FROM THE FLAG

So there we were, standing in the middle of the beam, staring at infinity and warming up. Not an alien experience, but one of the many wonderful experiences had while sailing in the Hauraki Gulf. I'll explain.

Two friends of mine are on a mid-life OE, they spent the first half of the year traveling by car around Canada and the US. Having been in New Zealand before, the fellow wanted to bring his partner to see the sights. I decided to take them on the Mahurangi weekend – just one of the many weekends away in the RYC Gulf Series.

We had a great sail down on Friday night, held the kite beyond all reason and drifted into the finish well ahead of schedule. Anchor down, dinner and drinks. The next morning was like waking up in the past. Classic dinghy's and yachts everywhere, beach games, beautiful boats, a great vibe on the beach.

We up anchored to watch the start of the classics race and then motored to Motuora. A walk on this island was just a tease – it's beautiful and has a great view from the top and the word is that you can trip over kiwis if you go at night, just be sure to use a red light.

Off for a skindive, speared a fish, and then anchored at Kawau. That night the sky was as clear as I have ever seen and the photographer on board was thrilled. Next morning we headed back to Mahurangi and a champagne beach breakfast with friends from RYC and Panmure YBC. Panmure bested us in the Tug-o-war, but there's always next year! Thanks to Lidgard's Sails for getting the clubs together.

After prize giving I took the guests to Tiri Tiri Matangi, more walks and photography, and it was so lovely that we spent the night there to get in the morning chorus. The wind was building from the north, so we headed to Owhanake Bay and walked up to Oneroa for treats and brews.

The previous nights we couldn't help but notice the large spotlight emanating from the summit of Rangitoto. Being curious, we headed to Issy Bay and walked up to

catch the sunset. It was lovely and we spent so much time at the top we got a bit cold.



Champagne beach breakfast with friends from RYC and Panmure YBC

And that brings us back to the beginning, the spotlight was set up just below the summit and the guy running it invited us to stand in the middle of the spotlight array. Warm, and a view straight up the beam, just marvellous!

Point is, if you are getting this magazine it means you have a boat or know people that do, and it's worth remarking, as my friends did when walking back from the summit – we're quite lucky to have the Hauraki Gulf so close to where we live.

Plenty on as Summer progresses and Autumn approaches – including our coastal race, the Route 66. Come join us on the water!

Thanks as always to our sponsors including CRC, New World Vic Park and Birkenhead, Victoria cruising club, Lidgard's Sails, and Sail IQ.

Bryon,
Commodore

CALENDAR & NOTICES

Important dates and information for your sailing calendar. For the most up to date event information contact the RYC office.

March '16	4	Fri	Route 66
	9	Wed	Wednesday Series Race 11
	11	Fri	Victoria Friday Night Special Race 8 (Final)
	12	Sat	3 Legged (Panmure YC)
	18	Fri	Gulf 7—Waiheke Challenge II
	19	Sat	Auckland Regatta
	20	Sun	Auckland Regatta
	23	Wed	Wednesday Series Race 12 (Final)
	24	Thu	Auckland—Tauranga (TYC)
	25	Fri	<i>Easter Friday</i>
	26	Sat	Arch Logan M Class (RAYC)
	27	Sun	Arch Logan M Class
	28	Mon	<i>Easter Monday</i>
April '16	3	Sun	<i>Daylight Saving Ends</i>
	19	Sat	Gulf 8 Close (combined Haystack)
	25	Mon	<i>ANZAC Day</i>
	30	Sat	Association Regatta
May '16	1	Sun	Association Regatta
	8	Sun	Winter Series Race 1
	22	Sun	Winter Series Race 2
June ' 16	6	Sun	Winter Series Race 3
	7	Mon	<i>Queens Birthday</i>
	17	Fri	RYC AGM
	19	Sun	Winter Series Race 4
	25	Sat	Flap Martinengo

All dates correct at time of printing

FRIDAY NIGHT SPECIAL : BY MARK LLOYD

The ever popular Victoria Friday Night Special (FNS) Series kicked off in earnest on October 19th with a record number of 31 boat entries and this high level of entries continuing throughout the first half of this series (pre-Christmas) despite the sometimes damp conditions, especially Race3!

The FNS is the name we give to our Friday night fun races which take place throughout the summer. It's a series which provides the opportunity for people who have little or no sailing experience to race on boats around the buoys of our beautiful Waitemata Harbour.

Each race crew are allocated to a different boat, which can range in size from 26ft to 44ft, followed by a social evening back at the club with the bar open and a meal also available.



Pukeko- Guest Crew Helming

The FNS is a great networking occasion with skippers and potential new crew members meeting to see who may be interested in becoming permanent crew member for the more serious programme of races.

It's a series which is sailed without extras and in a low-key manner. However, sailors being sailors, there's always that competitive element to see who will be awarded the spoils at the end of each night.

The series which has been running now for nearly twenty years wouldn't be able to happen without the generosity of skippers who make themselves and their boats available for each race.

Richmond Yacht Club's is also fortunate to have Victoria Cruising Club as its main sponsor for their continued financial assistance in being able to run this series each year.

For more information on the FNS head across to the RYC website www.richmondyc.org.nz or our Facebook page www.facebook.com/RichmondYachtClub



2015 COASTAL CLASSIC: BY DAGMAR BELLAMY

The 2015 Coastal Classic was my 3rd Coastal, and the 1st on Titanium. The weather prediction was that it would be wet and wild, which resulted in 20 DNS from the original 138 entries.

On the day it proved to be a strong north-west breeze, so uphill all the way, but at least no rain for us, although the last boats in had heavy rain to contend with. The three tranche start just off Devonport provided a great spectacle for the many people on the popular North Head vantage point, again commencing with the smaller boats as had been introduced last year.

The race was indeed an endurance test, with long boards that tested core strength with hour after hour on the rail, as few sail changes were called. Going below when nature called was a challenge in anticipating when the next 'pot hole' was coming, and required one-handed Houdini-like contortions to divest oneself of safety and wet weather gear, and then reverse the process.

Unlike others, no dolphins, orca or penguins were sighted, perhaps our order had been lost in the post. Calculations of our ETA were undertaken spasmodically as our speed dropped from 8 knots to 3 and up to 6. It was going to be a far longer race than 2014 when we finished in 13.5 hours.

After donning extra layers, life jackets & clipping on, the crew ate whatever they had packed for supper, and readied for the cold night ahead. Some of the crew managed to find a position to grab a little shut eye as the night wore on, and all were thankful for the hot cup of soup prepared and served by Kevin in the wee small hours.

We finished after 22 hours, rum time!

As usual, Sue & I did the return trip with Kevin mooring at Mansion House in Kawau on the Sunday. After dinner and with thanks to our Commodore, Bryon, we visited with the crew of Flojo before being rowed back under a beautiful starry night. We were up and off early, calling at KBC for fuel before motoring back to Westhaven.

The next day the three of us were back on board with the ladies crew, taking line honours for the 1st time in the ladies squadron series.

I do like sailing !!

Prize Giving was Chocka!

Despite exactly half of the fleet not managing to complete the race (69 finished, 20 DNS and 49 DNF), prize giving was chocka on Saturday night.



***Titanium Man O War Bay
Photo Credit Amy Silliman***

Here are some of the more notable results for RYC members who took part in the Costal Classic:

Div 1b

1st h/c and line Icebreaker (Steve Putin, our New World Sponsor)
2nd h/c and line Anarchy

Div 4

1st h/c and line Predator (Tony Evans, Rear Commodore)

Div 5

Hot Gossip 3rd h/c (and for finishing that gruelling race as a 9m boat!)
Crocodile (the smallest boat to finish, albeit a few hours late for the cut off!)

TALL SHIPS RACE

It's not every day a novice like myself gets to sail in a tall ships race. This January I found myself aboard a beautiful modern classic ketch, Riada, at Russell in the Bay of Islands amidst an armada of classic and modern vessels. I'd been sailing with Kate Herstell on Mintaka and after four days of being hunkered down in bad weather we were ready for an adventure. Imagine our delight when on Saturday the winds eased and Kate received a text from John and Kirsty Bertenshaw inviting us to crew on Riada in the 41st Tall Ships Race.

Excited, Kate and I donned our Richmond T-shirts and we boarded in Matauwhi Bay.

Riada is a beauty and with John at the helm, I knew that were going to be doing some serious sailing and we were in with a good chance of a win in our division.



***Russell Tall Ships race
Photo Credit Ray McElroy***

Riada gracefully entered the bay alongside an array of vessels.

The Tall Ships Race is termed a 'Spectacle of Sail' and this year's line up of over 100 yachts was as diverse as expected: junks, square riggers, ketches, junks, old classics and some downright unusual.

The first tack was towards Moturua Buoy and we had a good start. Soon Riada settled in, we were sailing beautifully and making good ground. It was awesome to watch John, Kirsty and Kate work in synch, moving back and forth across the boat, tightening and easing sheets while they discussed strategy.

At the first mark, things got really exciting. We were fighting and jostling with a keeler for position. Giving the big keelers buoy room at the mark, it virtually stalled in the tack and left us close to doing the same. Undeterred, John expertly flicked the tiller and moved Riada to starboard, narrowly avoiding collision. We glided past the other boat throwing several expletives in return to their barrage of water balloons.

And then the wind stopped. Not a breath and even with the mizzen staysail, it was a slow run to the next mark. Constantly, trimming our sails and hoisting and then re-hoisting the staysail we sailed onwards, keeping a watchful eye on our stern and our closest competitor; the water balloon slinging keeler. As expected, the race was shortened and it seemed it would be a slow straight run home. But, the race was far from over.

As we closed on the finish line, the wind turned and we were hit by a strong Southeaster.

We adjusted our course. Ahead of us, on the other tack was the water balloon boat forging towards the finish line.

On no account was she going to beat us; John adjusted the trajectory, we tightened sheets, we willed Riada on and true to her form she slipped across the finish line just seconds in front of the other boat.



That evening we attended the Russell Yacht Club prizegiving. The club put together a fabulous event with music, dancing and a hangi. The venue was abuzz as yachties celebrated another successful Tall Ships Race. Our highlight for the evening was that Riada came not only first in her division, but also third on handicap!

As we made our way back home across the bay, I reflected on what a wonderful event The Tall Ships Race is and how fortunate I was to get such an awesome sailing opportunity. Thank you to John, Kirsty and Riada for inviting us along.

SAME SAME BUT DIFFERENT



The Kerikeri side of the Bay of Islands

Happily, our move to Kerikeri in the Bay of Islands coincided with the start of summer racing. And both Kerikeri Cruising Club (KCC) and Opua Cruising Club (OCC) run Wednesday Night Races: fortnightly in Kerikeri, and weekly at Opua.

Keen to experience both clubs, and having sold our Elliott 7.9 'FX' a month before our move, this meant crewing on other boats... and how nice it is to just turn up on the boat, without having to organise anything or do any maintenance!

I put my name on KCC's website crew finder – and received 4 offers of boats to sail on! No mean feat, considering there are only 8 or 9 boats racing on a Wednesday... that made me feel very welcome indeed. I'm now the mainsheet trimmer on the first boat I sailed on at KCC – a Townson 29, 'Aalita'.

Finding a ride at OCC was easy, since a friend of mine owns a Mull 9.5, 'Black Swan'.

The fleet at Opua is larger than at Kerikeri – there are usually around 24 boats on Wednesdays.

Naturally, there were changes to be expected and new things to learn. Where the race marks are for one thing. But there are a couple of things that were (and still are) taking a bit of getting used to.



A big difference is the start procedure: neither of the clubs use flags – instead, it's a combination of light signals and hooters. And KCC and OCC use different sequences and different light signals – I'm still getting used to it all!

At OCC Wednesday nights, it's a 6-minute gap between starts, rather than the 5 minutes I was accustomed to at Richmond Yacht Club. At KCC Wednesday night races, B Division starts first, and A Division starts 10 minutes later. It definitely pays to read the Sailing Instructions as there are many local rules that overrule the Racing Rules of Sailing.

The sailing areas are very different too. At Opuā, it's a fairly narrow channel overlooked by steep hills. So you can expect wind gusts and wind shifts out of nowhere. The boat 10 metres in front may have one type of breeze, and you may get a completely different wind. Plus there are moored and anchored boats absolutely everywhere – they're not obstructions, so you have to tack around them. And then there are the charter boats and ferries coming and going - it can get pretty interesting at times!

The Kerikeri sailing area is completely different: wide open spaces, and fairly consistent breeze – very tranquil and too beautiful to easily capture in a photograph.

I'm really enjoying racing at both clubs in the Bay Of Islands. I hadn't spent much time in the Bay before we moved here, so it's a great way of getting to know the area, and meeting the locals.

P.S. 'FX' is now at Opuā marina... but sadly the new owner doesn't seem to have sailed her at all. What a shame, it would have been lovely to see her out on the water!



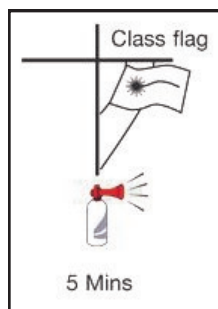
Waiting for my ride at Kerikeri

FUN WITH FLAGS

Race starts can be manic at the best of times with skippers and crew jostling for the ideal starting position while working hard avoiding any potential collisions with other boats. One of the best things crew members can do, aside from looking out for any oncoming traffic, is to help with co-ordinating the race start sequence. In this article "Fun with Flags" (thanks Sheldon from the Big Bang Theory), we provide a detailed overview to the race day starting sequence for the benefit of both newer and older crew and club members.

Start Tower

The Richmond Club flag will be flying on the start tower, marking one end of the start line. This usually on the tower above the clubhouse, however for some races the tower in the car park is also used so check for the club flag. The other end of the line is the large yellow Westhaven buoy. There will also be a number showing on the start tower to identify the race course.



5 minutes before the start

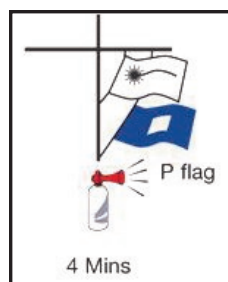
Accompanied by a blast of the sound signal (horn) the division or class flag is raised. An example of this would be for the Friday Night Special series which is a green flag.

The RYC burgee is also flown (burgee being the term for a yacht club flag). You must not motor after the P flag is up for your division



4 minutes before the start

The P (or Preparatory) flag also goes up, joining the division or class flag. The raising of this flag is accompanied by a single horn blast.



1 minutes before the start

At this time the P flag comes down and is accompanied by a long blast on the horn sound signal. Sound signals are made to draw attention to the flag movements as it's the flag movements which really matter

Race Start

At this time, all things going well all boats should be heading to just cross the line or be close to crossing as the P flag comes down and is accompanied by another blast of the horn



Postponements and recalls



If a situation requires a race to be postponed or delayed the red and white striped Postponement flag will be hoisted. A double sound signal is made when this flag is raised. A single blast on the horn is made when the flag is lowered, the start sequence recommences exactly 1 minute later.



Individual Recall

In the case where a one or more boats happen to cross the start line early (not a common occurrence) the White with Blue Cross Individual Recall X flag is raised to signal this. The normal horn sound signal will also accompany the raising of the X flag. The race committee may inform the guilty boat(s) on VHF, however is it not obliged to.

The X flag is lowered once all premature boats have recrossed the line, or after 4 minutes, whichever comes first.



General Recall

If the Blue and Yellow Triangle General Recall flag is hoisted this means that there were too many boats over the line at the start to identify individually. A double blast of the horn sound signal is also made when the General Recall flag is raised and to signal that the start sequence is required to be repeated for all boats.

THREE KINGS IN A MARAUDER

Saturday, 10 October

I finished fitting a new holding tank on Maggie May which, as usual, took longer than expected. My flatmate, Carolyn and I finally left Westhaven at 5 pm and headed for Station Bay, Motutapu where we caught up with Kate & Dee on their friend's Hunter for a glass of wine.

Sunday: The anchor came up at daybreak and went down in the dark. By then we were 80 miles further north, just before Whangaruru. It was a lovely day for sailing with a brisk South West breeze all the way. At one stage we were surrounded by Dolphins for half an hour.

Monday: The anchor rose with the sun again and we headed north around Cape Brett and straight past the Bay of Islands. We dropped the fishing lines over the side when we reached the Cavallis and picked up some nice snapper, with a few yucky Moray eels. We anchored in Matauri bay for the night.

Tuesday: The morning started with a freezing cold swim in the beautiful clear water to clean the propeller. We motored quietly through the rocky pass inside Flat Island on a rising tide. At only two metres deep, we could easily see the rocks below. We tacked up the coast and pulled into Manganui Harbour for water, ice creams & pies. We spent a sheltered night in Maitai Bay, just north of Doubtless Bay.

Wednesday: Again we headed northwards. We saw lots of albatross and a whale off North Cape. We trolled 2 lures throughout the day and all they caught was each other. We anchored in spirits bay at 1700 and dropped the lines over the side. Three nice big snapper were caught just on dusk, but they were too late. The steak was already out for dinner.

Thursday: Once more, the sun and anchor came up together. A big day was ahead of us with a one hundred mile round trip to the Three Kings Islands planned. An easing southerly 15 knots was forecast. The trip across was fabulous, sunny, with a brisk breeze off the aft quarter and Albatross cruising the up-drafts all about.

We arrived off North East Island at 1200 and motored around North West Bay on Great Island. As we went into the bay from the east, a crayfish boat came around the western point. We looked around the barren bay and confirmed that there was far too much water for us to drop the anchor and turned to head back out to sea.



The Good Life!

The crayfish boat was a hundred metres away when one of the crew waved a crayfish at us. We crossed the bay, pulled up beside their boat and were given four crayfish in a bag by a crewman with a big toothless smile. The skipper suggested that we should anchor up and go back on the northerly predicted for Saturday. Not a chance! It's the slog back to Spirits Bay into a two metre Tasman Sea swell with twenty to twenty five knots on the nose for us.

We reached Cape Reinga after dusk and it seemed to take forever to cover the last fifteen miles against the incessant east – west current across the top of the country. I had beer, cashew nuts and gummy bears for dinner. We arrived back in Spirits Bay at 0100. We avoided the three trawlers dragging nets a mile off the bay, pulled the sails down and I crawled into a wet bed. If you take too many greenies over the foredeck, a little seeps down through the anchor winch and wets the forward berth. I must make a cover for the winch!

Friday: Time for a sleep in! We awoke to a beautiful clear day which gave us a chance to dry out the squabs and bedding and smoke some of the snapper. A couple of Albatross were hanging around the stern of the boat and eyeing up the crayfish in the catch bag over the side. We fed them with a little of our snapper and got some great photos. We had one whole crayfish each for dinner accompanied by Moët. We followed that with chocolates and our homemade Limoncello. This is the life!

We had done what we had set out to do. It took us four days to sail up to the top of the country, from there we could take our time on the way back.



Mr Albert Ross

THREE KINGS IN A MARAUDER -continued

We left spirits bay at 0700 and motored to North Cape, then hoisted the sails in a nice westerly. We motor sailed to Whangaroa in a light easterly. I had a dive for Scallops in Waihi Bay and saw nothing but lots of scallop shells and broken horse mussels. It appears that the bed has been destroyed by too much dredging.

Monday: Motored out of Whangaroa, narrowly dodging a rain shower. We sailed rough the Cavallis and straight past the Bay of Islands again. We saw the R Tucker Thompson behind Piercy Island and sailed into Whangamumu harbour. We took the dinghy ashore to check out the old whaling station.

Tuesday: A pod of dolphins were playing in the bay for hours. We spent a quiet day around Whangamumu and stayed for a second night, nearer to the corner of the bay where the Dolphins had been jumping.

Wednesday: The dolphins had left the bay so there was no morning show. We finally headed into the Bay of Islands. When passing through the Albert A Crocodile Channel, we got a fright when a large dolphin surfaced and blew beside the boat, wetting us both with spray. So, finally I got onto the scallops near Urapukapuka and it was Scallops for lunch. Another lovely anchorage in Awaawaroa bay. Scallops for dinner too, total indulgence! We ate 20 scallops each that day.

Friday: A beautiful clear morning. We motored up and anchored off Paihia. I ferried over to Russell to visit friends and bumped into Elisabeth Davies in the main street. Bev arrived on the bus to join us for the trip back to Auckland.

Saturday: Off to Tutakaka in a 15knot northerly with 30 knots forecast for later. Just past cape Brett we got a good strike on the lure. In the excitement we managed a crash jibe, ripping the main sheet traveller block off the cockpit wall. We lost the fish too! After a few hours with ice packs the evidence in the form of a walnut sized lump was removed from Bev's head.

Sunday: We tied up to the wharf at School House Bay for Bev to get off for a little walk and then picked up a mooring for the night. First we had to shoo away a big power cat that was anchored too close to the mooring.

Labour Day, Monday: Bev was off by Water Taxi for a car ride back home. There was no breeze so we motored past Mahurangi whilst shucking scallops. As it was the last day of our cruise we had scallops and bubbles for lunch. We had a lovely quiet sail back home to Westhaven to finish our fortnight away.

COASTGUARD BOATING EDUCATION

Ever thought about getting some sailing further knowledge, well here's your chance! Richmond Yacht Club will be running 2 discounted coastguard courses at the club over the winter at a discounted rate to our members. Check out the dates below and if interested get in touch with Kate at the club.

Coastguard Boating Education



Day Skipper - \$210

14th - 15th May 9am - 5pm

\$30 OFF



Boatmaster - \$435

28th May - 28th June 9am - 5pm

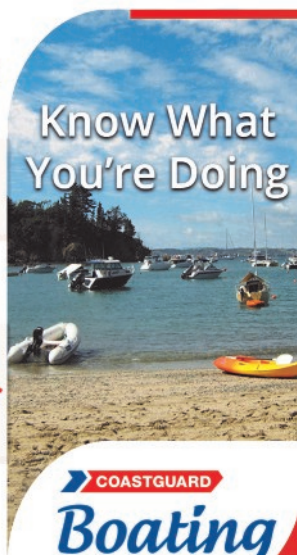
4 x Saturdays

\$40 OFF

Special members only discount exclusive to these courses at Richmond Yacht Club 2016

0800 40 80 90

www.boatineducation.org.nz



NEW WORLD

Victoria Park

Birkenhead

PETER BLAKE YOUTH REGATTA

In 1995 Kiwis embraced Sir Peter Blake's "lucky red socks" as a symbol of support for Kiwi yachties taking on the world. The young sailors who competed in New Zealand's largest youth sailing regatta 20 years on were not even born during the time of the "lucky red socks".

The 2015 Sir Peter Blake Torbay Regatta was held over December 5th/ 6th at Torbay Sailing Club on Auckland's North Shore. This year's 14th edition of the regatta will saw over 400 young Kiwi sailors given a pair of red socks in remembrance of Sir Peter and as a reminder of the heritage of their sport.

Jo Aleh, 2012 Olympic Sailing Gold Medallist came from a non-sailing family but was inspired to take up the sport after watching Sir Peter Blake and his lucky red socks on television back in 1995.



That inspiration led to multiple world championship wins for Jo and her sailing partner Polly Powrie, the Olympic Gold at London 2012 and World Sailor of the Year Award in 2013 – following in Sir Peter's red sock clad footsteps as he received the same award in 1994!

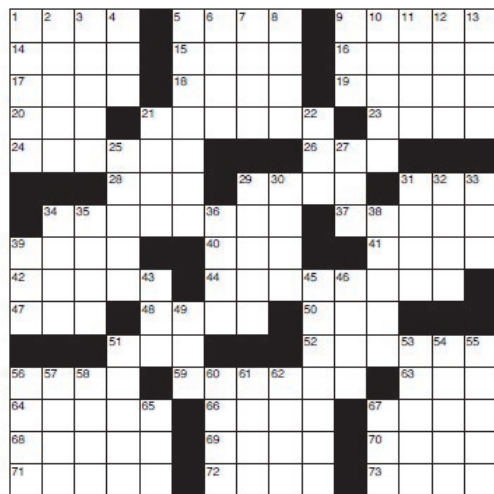
On her way to this success Jo was awarded the Sir Peter Blake Trophy as the top youth sailor at the Sir Peter Blake Torbay Regatta in 2004.

Jo returned to Torbay to present the regatta prizes to the over 20 sailing classes competing at this year's regatta and wore her lucky red socks.

"Sir Peter Blake was a hero to me when I decided to take up the sport of sailing and I remember his red socks well. To me they symbolise teamwork, never giving up, and staying humble – attributes Polly and I still try to keep at the core of our sailing campaign" she said

Editors Note: RYC also hosts its own Peter Blake Memorial Race every year usually in November as part of our Gulf Racing Series.

SAILING CROSSWORD



ACROSS

- 1 Hudson and Chesapeake
- 5 Help a pirate
- 9 _____ boat on Lake Havasu
- 14 Aleutian island destination
- 15 Ali _____ and the Forty Thieves
- 16 Sailing the Adriatic
- 17 New Zealander?
- 18 Dockside BBQ favorite
- 19 Mushroom supports
- 20 Electric sea creature
- 21 Personal watercraft (2 wds)
- 23 Correct text
- 24 Home of the St. Petersburg seaport
- 26 Unfriendly mongrel
- 28 Six pack components?
- 29 Kid's questions
- 31 Ship radio setting
- 34 French sailing yacht builder
- 37 Sea creature armed with ink
- 39 Storage space on a ship
- 40 Suffer from sea sickness
- 41 Major star
- 42 Remove from a ship's log

- 44 Celestial sea creature (2 wds)
- 47 Money in the Port of Nagoya
- 48 Simon _____
- 50 Building wing
- 51 Type of partnership, for short
- 52 Ship's kitchen
- 56 World's largest landmass
- 59 Rum Captain
- 63 Bullfight cheer
- 64 Sri _____
- 66 Kind of word or beer
- 67 Bubbly water
- 68 Ahoy _____!
- 69 Word of self doubt
- 70 One who takes advantage
- 71 Got up
- 72 Location
- 73 Capital of Switzerland

DOWN

- 1 Friend of the butcher and the candlestick maker
- 2 Goodbye, Pierre
- 3 Sailboats with two masts

- 4 Word following water or snow
- 5 BBQ chicken choice (2 wds.)
- 6 Angler's need
- 7 Returning tides
- 8 Chore
- 9 Rumor _____ it
- 10 Animal seen near 14

ACROSS

- 11 Like many boats for sale
- 12 Eighteen wheeler
- 13 _____ of Eden
- 21 Sailing maneuver
- 22 Titanic water conditions
- 25 Like _____ through the hourglass
- 27 Navy ship initials
- 29 Gritty voiced songwriter Tom
- 30 Hawaiian dance
- 31 Belongs to us
- 32 Wahoo or bonito
- 33 Government org.
- 34 Drill a hole in the hull
- 35 Enthusiastic vigor or verve
- 36 _____ does it
- 38 Pen of the past
- 39 Attention getter '_____ you!'
- 43 Time in NY Harbor
- 45 Sailor's race
- 46 Spanish dessert
- 49 High naval rank (abbr.)
- 51 North America's Great sailing waters
- 53 Poor halyard tension
- 54 Senior of the group
- 55 Have a hankering
- 56 _____ mater
- 57 River flowing through France and Germany
- 58 '_____ the Mystic'
- 60 Like Shamu
- 61 Lion's yell
- 62 _____ fishin'
- 65 Sailor's yes
- 67 Underwater boat, for short

See answers on page 20

VIRTUAL YACHT CLUB

In an effort to accommodate a growing number of local racers, the Geneva Lake Keelboat Club (GLKC: glkcsail.com) and Gage Marine/Pier in Williams Bay, Wisconsin, have created a “virtual-yacht-club/virtual-regatta” program that employs some clever technology to keep its fleet sailing.

According to GLKC commodore Patrick Evens, the club supplies the race committee, committee boat and all other racer-facing elements in the regatta equation, while Gage Marine/Pier supplies the shore-side resources, including a marina and restaurant (read: a waterfront clubhouse environment). “The alliance allows the GLKC to raft up after races and enjoy awards, camaraderie, terrific food, drink and the private beach at Pier 290,” Evens says.

Sailors register for races online and make their payments (\$10 per race) via PayPal at least 48 hours in advance, so that the marina can reserve the correct amount of dock space. The GLKC’s race committee uses Sail-Wave software to tally the results, which are posted online live (via a smartphone), allowing certificates for the top three boats in each fleet to be waiting ashore when the sailors reach the dock.

Better yet, the GLKC uses a drone to record the racecourse action, which is sent to Pier 290 where it’s enjoyed as a sizzle-reel, *ex post facto*.

The recipe, says Evens, is ideal for clubs like the GLKC, which have limited shore-side facilities (or financial resources), and is transferable to fleets nationwide.

Solution:

B	A	Y	S		A	B	E	T		H	O	U	S	E
A	D	A	K		B	A	B	A		A	T	S	E	A
K	I	W	I		R	I	B	S		S	T	E	M	S
E	E	L		J	E	T	S	K	I		E	D	I	T
R	U	S	S	I	A					C	U	R		
				A	B	S		W	H	Y	S		O	F
	B	E	N	E	T	E	A	U		S	Q	U	I	D
H	O	L	D				A	I	L		U	R	S	A
E	R	A	S	E			S	T	A	R	F	I	S	H
Y	E	N		S	A	Y	S			E	L	L		
			L	T	D					G	A	L	L	E
A	S	I	A		M	O	R	G	A	N		O	L	E
L	A	N	K	A			R	O	O	T		S	O	D
M	A	T	E	Y			C	A	N	T		U	S	E
A	R	O	S	E			A	R	E	A		B	E	R

2016 Marsden Cove Route 66

March 4th, 2016



**COOL STORE
CONSTRUCTION**



More details and results at www.richmondyc.org.nz

EDITORS WELCOME

Many of you would have already known that the club's previous magazine Editor Cornelia Luethi has made a lifestyle change and moved north to Kerikeri (see article on page 10). As a result the Editorship baton has been passed along and I will now be working towards maintaining the high quality standard of Plain Sailing.

This is your magazine so we appreciate any feedback or input into making it what you would like to read each quarter. Stories, pictures, in fact anything at all to do with sailing would be welcomed and hopefully we end up with something of interest for everyone

You can reach me at magazine@richmondyc.org.nz. In the meantime I hope you are enjoying the last of our Summer and that you enjoy reading this issue of the magazine . Happy reading!

Mark Lloyd, Plain Sailing Editor

WELCOME TO OUR NEW MEMBERS

A very warm Richmond Yacht Club welcome to our new members who have joined the club over the last few months. If you see a few new faces around , please take the time to say hello and make them welcome.

General and Family Members

Simon Paterson (*Ice Breaker*)

Philip Morris, (*Ice Breaker*)

Reg Sparrey, (*Shrek's House and Orion*)

Nathan Bonney, General Member

Tony & Lorraine Frost, (*Penury, Farr 1020*)

Crew Members/Friday Night Special

Jacky Bush, Ali Seyfoddin, Tim Mahar,
Lisa Clist



CLUB INFORMATION

Officers

President
Commodore
Vice Commodore
Rear Commodore
Treasurer
Secretary (Acting)
Club Manager
Building Manager

Vera Mummery
Bryon Wright
Andrew Burr
Tony Evans
Heather Gaites
Christel Townley
Tim Smedley
Andrew Burr

Nevenka
Revolution Blues

Grenada and Predator
Maestro

General Committee

John Davies
Doug Campbell
Evelien van Vliet
Sinisa Grujicic
Fleur Cox
Tim Smedley
Peter Locke
Mark Becroft
Andrew Hall
Sarah Michel
Gordon Dryer
Jordon Vaughn

Crocodile
Yotasaurus
Morning Star
Wild

The Bondi Tram
Maggie May
Unitec II

Apparition
Pukeko

Office Hours Tues - Fri

Kate Herstell, *Administrator*
Summer 10am-4pm
Winter 10am-3pm

Contact

Richmond Yacht Club, Inc.
Westhaven Seawall
PO Box 46324, Herne Bay
Auckland, New Zealand
Phone: +64 9 376 4332
Fax: +64 9 360 2379

Email: info@richmondyc.org.nz

Web: www.richmondyc.org.nz

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

Magazine

We would like to hear your stories and feedback! To submit news, stories or photos to Plain Sailing email us at: magazine@richmondyc.org.nz



Please Support our generous sponsors:



NEW WORLD

Victoria Park

Birkenhead



LIDGARD SAILS