



RICHMOND
YACHT CLUB

Plain Sailing

May 2013



AGM and Prizegiving June 28th!



From the Flag

Well, winter seems to be descending with a forgotten vengeance, but after quite a stunning summer, who can complain? Not the farmers, although the milk price seems to be up anyway, drought and all! Hopefully you have all managed to race and cruise to Auckland's exotic destinations to your heart's content – I don't think it gets much better than this summer. Stories in this issue cover the summer Wednesday night series, Route 66 and on-going mayhem on the water.

This summer RYC organised the Hauraki Single Handed series, which was a great success hosting a total of about 15 boats over 12 races. Well done to Bryon for taking the honours and for organising the series. There has been a lot of positive feedback so that bodes well for continuing the initiative next summer.

The Route 66 race on 8th March from Auckland to Whangarei harbour was a great success. The fleet was up to about 45 boats, double that of last year. Plans are already underway for the 2014 edition.

We have had a high level of interest resulting in a successful Victoria Friday Night Special series. Thanks to all the volunteer skippers without whom this series wouldn't be possible (about 40 of them!).

Margaret and her tower team have done a great job managing the races for all of us out there on the water. If you are at a loose end or wish to help, there is always a space for you in the tower. Thanks to Roger and Bill on the patrol boat Taipan – they were also required to finish a few shortened courses this summer.

There are serious proposals affecting Westhaven Marina being canvassed by Waterfront Auckland (a CCO of Auckland Council). These form part of the agreed Waterfront Masterplan extending from Westhaven in the west to Mechanics Bay in the east. Your committee has submitted for and against various elements of the Westhaven proposals but we nonetheless urge you to get involved as individuals to ensure that boating in Auckland progresses as you think best. Next up is responding to the Skypath proposal, a walk and cycleway tacked onto the Harbour Bridge.

From the Flag, cont.



Winter racing starts on 12 May, not much time to get the boat back in shape! For those of you requiring backup crew, think of the Friday Special crew, many of whom now have a few dozen races under their belts. Contact Glenda for crew names and make sure you get your entries in.

We are very grateful to our sponsors CRC, New World Victoria Park, New World Birkenhead, Lion Breweries, Victoria Cruising Club Trust, Events Clothing, Orams Marine Services, Harken/Fosters Ship chandlery, Coolstore Construction, Safety at Sea, Floating Dock Services, Mariner Marine Insurance, Volvo Penta, Burnsco, SALT Services and Mount Gay rum. Please take every opportunity to support our sponsors and use their products and services and tell them you are a Richmond member.

See you on the water and back in the club for after winter racing warm-ers!

John Davies
Vice Commodore

Editor's Note :

It's the end of the racing season and this issue is heavy on race reports, enjoy! Otherwise I really I have only one comment.*

Go to the AGM. Details on page 5.

*OK, here's some more: I might be biased but RYC puts on one of the most active and well presented racing and social calendars in New Zealand yachting without abandoning our amateur enthusiast and family-friendly origins. However, to keep this tradition going RYC needs members to get involved as participants in the racing and social events, as a helping hand to organise and run events, for skills and resources to help our club prosper, and as committee members to bring RYC's unique values to the next generation of Auckland yachties. At the moment big changes to the Auckland yachting community are being planned for you — have your say.

See you there, Bryon



Calendar

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

May	12	Sun	Winter Series Race 1
	15	Wed	RYC Race Management Seminar
	24	Fri	RYC Club Night (Anasazi Racing)
	26	Sun	Winter Series Race 2
June	3	Mon	Queen's Birthday
	9	Sun	RYC Winter Series Race 3
	23	Sun	RYC Winter Series Race 4
	28	Fri	RYC AGM and Prizegiving
July	7	Sun	RYC Winter Series Race 5
	13	Sat	SSANZ SIMRAD 60
	21	Sun	RYC Winter Series Race 6
	26	Fri	RYC Club Night (TBA)
August	4	Sun	RYC Winter Series Race 7
	10	Sat	SSANZ SIMRAD 100
	18	Sun	RYC Winter Series Race 8
	30	Fri	RYC Club Night (TBA)
September	1	Sun	RYC Winter Series Race 9—0930 start (final, prizegiving follows)
	7	Sat	SSANZ SIMRAD 50

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On the covers: Action from the recent small boat association champs, showing big fun can come from smaller waterlines!

Annual General Meeting and Prizegiving

The 2013 Richmond Yacht Club annual general meeting (AGM) will be held on Friday 28th June @ 18:30.

All financial members of Richmond Yacht Club are encouraged to attend the AGM. The agenda will include annual reports, election of officers and committee members, and general business. Any matters members wish to add to the agenda should be sent to Margaret by 18:30 on Thursday, June 27th. Nominations for committee members should be submitted to the club offices a week prior. Please bring your current membership card as proof of voting rights.

The AGM will be followed by dinner and the annual prizegiving. Prize recipients will be notified by mail but everyone associated with RYC is encouraged to attend. The bar opens at 19:30 and dinner follows. Prizegiving will begin at 20:30.

Please RSVP to the club office your attendance to the prizegiving for catering purposes.

Changes to the Criteria for Club Champion in 2013-14

With the new race season underway skippers should familiarise themselves with three important changes made to the way the club champion will be contested starting with the 2013-14 season:

1. For any score to be counted there must be a minimum of four yachts started in the division.
2. Of the eight races to count a maximum of four may be from races/divisions deemed 'No Extras'.
3. In addition to the races/series currently listed the 'Route 66' shall also be included.

These changes take effect from Sunday, 12 May 2013.

All other conditions, as listed in the current Richmond Yacht Club handbook, remain unchanged.

Sponsorship Opportunities

The Richmond Yacht Club greatly appreciates our sponsors' support across the various activities of the club. Our sponsors play a vital role in subsidising the costs of events organised and providing prizes that help to attract greater participation and promote a stronger camaraderie among members, associates and sponsors.

We believe that sponsorship for the Richmond Yacht Club is an effective way for a business to promote its products and services, and to gain greater recognition and brand exposure at a low cost. The club offers branding exposure for sponsors ranging from recognition in the website, Facebook, weekly emails, quarterly magazine, annual handbook, and at prize-givings, through to opportunities for naming rights of particular events, promotional events with advertorial displays, use of the Club's facilities, and on-water team build exercises.

The reach of our members across the Auckland business community from contacts through family, friends, and work colleagues is extensive. If you know of a business that might be interested in a sponsorship arrangement with the Richmond Yacht Club, then please let either myself or one of the other Committee members know, and from there we can discuss further possibilities.

Much appreciated,

Hayden Griffiths.

Email: hayden.s.griffiths@gmail.com / Mb: (021) 411 633



PredictWind Race Tracking of Richmond Winter Races

We will be trialling the PredictWind race tracker service for the winter series races. The service works by tracking your GPS-enabled smart phone (iPhone or Android) during races. The results are plotted in real time and can be viewed after to analyse the race. It should be obvious that this gets more fun the more people use it so spread the word.



To participate you will need to go to the predict wind tracker site:

<http://www.predictwind.com/tracker/>

and follow their instructions for setting up your phone for tracking. Only one phone per boat! It's free to view races but to send data you'll be asked in the app to subscribe (US\$3 per year paid to PredictWind). Other clubs are also using this service so your subscription should go a long way over the year.

The RYC winter series races are already set up:

<http://forecast.predictwind.com/tracking/race/ryc>

We hope you enjoy the race tracker this winter — please send us your comments and suggestions as the series progresses with the caveat that technical requests and/or problems should be sent to PredictWind directly. If there is enough support RYC will add the remainder the 2013-14 racing calendar to the tracking program.

Race Management Seminar

Our race officer, Margaret Harvey, will be putting on a seminar to introduce RYC members to race management. Anyone interested in learning about race management practices relevant to keelboat racing should plan to attend. With luck we'll find a few keen members or future members interested in learning race management to support the club. The seminar will be held on May 15th at 19:30 at the RYC clubhouse. Please RSVP to Glenda.



End of Season Safety Check

Safety can take many forms...

In a racing sense, ensuring your deck gear and running rigging is all up to specification is important. Examples can include:

- Frayed halyards or sheets
- Slipping jammers
- Cleats with broken or seized springs
- Squeaking winches
- Lifelines in good order and stanchions firm
- Cockpit knife sharp

If you've never had a halyard jam with a spinnaker half down because the casing broke, or dropped the crew overboard because a lifeline broke, well done. (neither were on my boat) Similarly, when was the last time you did a rig check? It can be simple things like:

- Sheaves in the mast and boom
- Split pins
- Spreader attachments
- Gooseneck.

Having the bolt fall out of the gooseneck and watch the boom drop on the deck didn't do much good to the race result or paintwork. (Guilty) Then we get to the interior:

- Are wooden plugs still in place
- Fire Extinguishers - not rusty, brackets operable, showing green
- First aid kit. Is it replenished and up to date
- Flares in date
- Lifejackets checked and operable
- Anchor ready for use
- Who stole all the panadol? It was a good party (parties!) I blame the crew....

Each of these things will only take a couple of minutes. A crew working bee, or taking a few hours on a spare day will get all this done. You will be comforted to know you will be going fast with your equipment working. Your crew will be safer with everything working as it should. And if things do go wrong, your preparation will ensure that any problem can be solved quickly and efficiently.

Enjoy the winter.

Jono

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Alan Wright was guest speaker at the Small Boat Association Championships social function in April, and took us on a delightful trip down memory lane as he recounted his world, his boats and eighty years. Starting with the cowshed where he built his first P class, Alan relayed his passion for boats from an early age and the challenges of getting a boat building apprenticeship as a teenager.



After an adventurous time travelling round Australia and Papua New Guinea, Alan met Ailsa and settled back in NZ. Alan got into teaching, and he and Ailsa got into cruising with their three children. When Alan started designing boats, it was feedback from other families they met cruising that had a major influence on Alan's designs. While other designers focused solely on boat speed, Alan's designs were aimed at the family cruising market, with more headroom and higher coamings for a greater feeling of security in the cockpit.

Alan designed the Variant for his then 64 year old father who wanted to get into cruising. This was followed by stock designs for the Nova, Tracker, Marauder and Lotus, and as the family cruising market grew, so did the demand for Alan's designs. Alan gave up teaching boat building and went full time designing, moving on to multihull boats and launches. Alan believes he has been incredibly lucky to build a career doing something he is passionate about, and even at a 'few' years over 80, he is still working on trimaran design. Alan's book *Wrighty* is available from Glenda at the RYC office. (Trish)





Wandering Star's 3 Kings Race Report

RYC Boat 'Wandering Star' Wins the 3 Kings Ocean Race!

Skipper Gareth Wells, first mate and son Nick Wells, and crew Bryon Wright and Ryan Wiblin met up on the boat at Westhaven early on Thursday morning, finished loading the gear, the last of the food and other random stuff we'd decided to bring... after a brief argument about whether to bring a bean bag we did final checks of the weather, tide times etc and headed off down to the start line at about 9am (minus bean bag).

As predicted it was a light air start, not exactly perfect Townson conditions, but we managed a pretty good start, got the kite up cleanly, and headed off down the Rangi channel. The wind got lighter and lighter and we spent a pretty frustrating afternoon working our way up towards Tiri. As we approached Tiri the wind started to fill in from behind us and we could see the bigger boats had stalled ahead so we were sailing up to them again. Almost managed to pass 45 ft Outrageous Fortune before they gybed to go inside Tiri, and then managed to pull up just inside Pacific Sundance for a while as the breeze built again. Could see Triple 8 outside us also drifting around on a search for some breeze. Definitely hadn't expected to be just inside them after 6 or 8 hours of racing!!

As the breeze came up again the faster boats sailed off and we were left to dice with Promise and Cool Change for several days. Saturday we woke up to find we'd had an overnight blinder and passed them both! We'd seen them going wider than us trying to play angles and keep flying their big gear, but the uneven sea state meant that keeping the kites full was difficult and our poled out headsail seemed to have been the right approach. The breeze started to fill in again in the morning, so we re-hoisted the kite, and made it to the 3 kings around 10am, and cooked up bacon and eggs and had a breakfast drink to celebrate arriving. Carried the kite around the islands, dropped it soon after and settled into a close reach back to north cape, with Promise and Cool Change hot on our heels.

As Saturday went on into the evening the wind shifted to head us and continued to build from smack on the nose, and about 10 or 11 at night it was all hands on deck to change down to the number 2 headsail. By then the sea state had got pretty nasty - not huge, maybe 2 meters - but extremely steep and confused, we were sitting on about 7 knots straight into it all, and the boat was driving over waves and crashing down into the troughs on the far side. Very noisy and uncomfortable and wet, with the bow picking up a lot of water and shovelling it back over us all as it came back up the front of the next wave after each dive down the back of the previous wave. Pretty interesting on the bow doing the sail change

and trying to wrestle the number 1 down with the boat falling out from underneath you every ten seconds while torrents of water are trying to wash you overboard.

After a long, hard night back to the Bay of Islands we tacked out to find the boat we'd seen behind us was Pacific Sundance! We just managed to cross ahead of them, rounded Cape Brett, then tacked over and headed south along the coast. Turned out Promise had got ahead (again!!) and was the one we'd seen with Cop-pelia rounding ahead of us. We'd also managed to pick Cool Change out behind us, still breathing down our necks...

From there the race was a fairly sedate affair, the wind lightened off again as we travelled down the coast on Sunday night, Sundance pulled ahead, the wind came on the nose again around sail rock, Monday morning the wind built again for a few hours, by late morning we made Kawau and eased away towards home. Wind came further aft and very light coming up to Tiri, and we knew we must be tight for time against Promise on handicap, so popped the kite and had a pretty frustrating last few hours trying to eek everything we could out of the few knots of breeze trying to get back as quickly as possible. We could see Cool Change behind us all day on Monday, and Promise and Pacific Sundance were in and out of view ahead over the day as well.

While sitting in the cockpit, safely tied up after four and a half days of racing and well over 500 miles, we were sharing stories with Steve from Promise when the great news came in that we'd won on handicap! (That's Steve's photo of the very moment below—to read his view of the race visit <http://yachtyakka.co.nz>)





Wishbone's Route 66 Race Report

The Highs ☺ and Lows ☹ of Wishbone's Route66 Singlehanded Race

This is the first year that there has been a single handed division in the iconic Route 66 race from Auckland to Whangarei Harbour, and my first opportunity for a long single handed race for nearly 3 years. The high pressure meant light winds ☹, but a 10-15 knot SE was forecast to fill in later ☺. Single handers started to the north of the ODM, giving us more room to manoeuvre pre-start ☺ and I left unfurling the code zero until the start so it was easy to keep an eye on other boats ☺. Heading out of the harbour the light southerly wind went more to the east, too shy for the code zero to work at its best and we lost ground ☹. Out in Rangi channel the wind went even lighter with some boats going no-where but the code zero was now working well and kept us moving ☺ (mostly at about 1-2 knots ☹).



Past Rangitoto we had a very light NE wind and most boats headed east hoping to find more wind and be in a good position to catch the forecast SE wind. We had to tack to get out of the path of an outgoing container ship and I saw I was laying Tiri passage. In spite of the incoming tide I decided it didn't make sense to sail at right angles to my course so instead of tacking back and heading east I ghosted north. I did so many little tacks through Tiri passage to stay out of the tide, it looked like blanket stitching on the chart plotter but I managed to keep moving in the light breeze ☺. By now I was thinking the other boats out east were well ahead and as I drifted on my own in a brief lull of no wind north of Tiri I was sure I was out of the race ☹.

Soon the wind came in - from the SW! I quickly got ready to hoist my kite. I used a smaller kite in the Tasman so this was my first single handed hoist of the big masthead kite. I pulled the halyard as fast as I could but the spinnaker still filled with at least 1-2m of halyard to go and I was winching like mad to get it up ☹. With hindsight it would have helped to wool the spinnaker before the race. The wind built and Wishbone surged ahead ☺. I have to admit at this stage adrenalin was pumping through my blood stream so loud I could hear it and my heart was in my mouth! I could see spinnakers appearing on the horizon to the east, some well to the south of my position and I realised I was still very much in the race ☺.

We made good progress and as we passed Cape Rodney and darkness fell there were still several boats behind me. I had made a decision that I would drop the spinnaker when apparent wind got above 20 knots and this I did. I used my Tasman technique of throwing the halyard over the stern and the drop went smoothly ☺. Talking to other competitors later, some left spinnakers up for longer and lost time getting them down with varying levels of strife so I am happy with my decision. The wind soon went more to the west anyway, and we went well 2 sail reaching ☺.

As we reached up the coast, the wind direction was quite variable so I let the autohelm steer and I trimmed the sails for maximum boat speed. I could still see several boat lights behind me and worked hard to stay ahead ☺. Entering Whangarei harbour, one boat (turned out to be a Compass 28) got into the strong incoming tide before me and kept ahead to the finish ☺, and a Marauder and a 42 foot boat finished soon after me ☺.

After 17 hours of concentration I was ready to relax but there was still one challenge – finding Marsden Cove marina in the dark. My stress levels rose as a tanker came past in the narrow channel just as I was dropping sails ☹ but an inflatable soon turned up from the marina to direct us in ☺. We followed it through the shallow entrance (I was glad Wishbone only draws 1.4m!) and there were a team of helpers to tie us up at the marina berth ☺. Every skipper was handed a goody bag with rum and coke ☺ and once Wishbone was ship shape, Keith from Manawa and I set off to look for the party. In spite of the fact that it was by now about 4am, we found plenty of sailors still celebrating ☺. A few hours' sleep (literally) and then it was time to get up and showered and head to the prize giving. To my amazed delight, Wishbone came first on handicap! ☺☺



I would like to say a big thank you to the teams at Onerahi Yacht Club, Richmond Yacht Club and Marsden Cove Marina for all their time and effort which made this Route 66 such a well-run event, and for the tremendous welcome we received when we arrived.

As Viewed From the Start Boat...

Richmond Yacht Club ran the Small Boat Association Championships for the second year running, over the last weekend in April, for the Marauders, Trackers and Noelex, 21 boats came to race. Class racing provides close, exhilarating racing with boats far more evenly matched than in mixed fleet racing, and that was certainly the case in these championships, with plenty of exciting action on the water.



The Saturday race was a long harbour course, starting out by Northern Leading Buoy for the convenience of Tamaki River and Gulf Harbour boats, and finishing at Westhaven. The weather forecast was NW 25 gusting 35 knots and I was assured in the bar that evening that

competitors saw readings of over 40 knots on their wind instruments (wind strength increased with each round of beers). These were not weather conditions for the faint hearted but it is always the skipper's decision whether to race, not ours, so we headed out on Taipan to set up the start line. We were pleased to see 20 of the 22 entries out in the start area, and 18 of these made it over the start line. One Noelex let us know they were heading home (gear failure) and the other lost their mast just before their start.

After finishing the start sequence we shadowed the dis-masted boat until assured they were OK. They sensibly decided to motor to Half Moon Bay rather than try and slog upwind to Westhaven, and got their trailer brought round. We then checked out the competing boats that had rounded Rough Rock buoy and were heading downwind for Motukorea buoy. Quite a few spinnakers were popped, which impressed us considering the wind strength. Interesting to watch a Marauder 2 sail reaching pass one struggling to set their spinnaker though.

We then returned to Westhaven and had time for a quick cup of tea before nipping up to the club tower to take finish times. One Marauder had decided to retire but didn't call up or ring – please bear in mind the unnecessary inconvenience for

tower crew waiting for a last boat that isn't coming. Not having an NOR on board and not knowing what VHF frequency to call on are poor excuses! We were pleased to get a call from the dis-masted boat's skipper though, assuring us they had got back safely.

Next job was to open the bar for thirsty sailors, and to get set up for the evening's social function. The excellent meal was just what the crews needed to re-fuel for the next day's racing, and I have been assured beer is a very important throat lubricant for skippers needing to give explicit directions during racing. The highlight of the evening was listening to Alan Wright's stories of his experiences over the last 80+ years.

Sunday dawned with a SW 10-15 knot forecast, much easier for those on the start and chase boats. We started the short harbour course from Westhaven tower, and then dashed onto Taipan and out to Northern leading buoy, anxious to get there before the first Marauder. The buoys for the windward leeward course were then laid, and in the shifting wind re-laid and re-laid again with John directing from the bow of Taipan and Mike and Hans working hard in the chase boat. We then dropped the AP flag and began the start sequence, and I tried to focus on the timer and ignore the flurry of activity at each start. Some boats came very close to Taipan as they started, with quite a bit of hustling and jostling, but all were firmly told by Margaret that hitting the start boat is not acceptable behaviour and this was respected. That didn't stop a few boats hitting each other at the start, and for one start an over-enthusiastic fleet was subjected to a 'general recall'.

The start/finish boat is a great place to learn from others. Those boats with slick, well-practiced crews and a good sense of timing clearly did better than those late for the start and making mistakes. We saw a genoa halyard released instead of the spinnaker halyard at the leeward mark, a premature spinnaker drop before the finish, a spinnaker bag trawling over the side and a Tracker that parked in the middle of the finish line after their finish and as a fleet of Noelexes were seconds from hitting the line. However it was a delight to see some really good sailing with slick spinnaker drops on the mark, good buoy roundings and crew on the rail to improve trim. It was also good to see the less experienced boats steadily improving race by race.

Overall, this weekend was a lot of fun and a great learning experience for all, both on the race track and on Taipan. A big thank you to all the skippers and crew who for their enthusiasm, and to the RYC volunteers who gave up their time to make this event happen – Bill, Margaret, Jodie, Neil, Hayley, Mike, Hans and John.



Route 66 — a Weekend of Contrasts

The day started with sunshine, a lovely breeze, a great fleet and the potential for a great weekend. Forty seven yachts started at Westhaven at 9am on a start line that stretched right across the harbour to cater for the large fleet and to separate the singlehanded boats for safety reasons. A promising run to North Head for everyone where every boat then parked up for hours.

I had just fitted a Code Zero to Transformer in an endeavour to boost its traditionally abysmal light airs performance – and was very pleased as we set it and slowly pulled away from boats that would normally beat us. And slow it was – maybe up to 2 knots in gusts. Some great tacking duels with others and boats everywhere in the Gulf all searching for the elusive breeze.

By 7.30pm we were still off Kawau – only a third of the way to Whangarei, with no thought of withdrawing as it was so pleasant on the water. The breeze then kicked in giving a spirited ride to Whangarei where we finished at about 11.30pm. Worked the crew real hard changing between Code Zero and kites about 9 times.

Finished with a little zip zap machine right up our transom – High n' Fibre which is a very open sports boat about 2 feet longer than my dinghy – or so it looked. They appeared to have a ball judging from the elation displayed when they finished. We all had the compulsory rum (or two) and I retired after an hour or so to awake at 7am where it seemed half the boats were still partying. A great Bar-b-que breakfast followed by prize giving then a really testing bash back to Kawau against the wind into 20-25 knots. As we rounded Cape Rodney I remarked to my crew that some of the multis would have really felt that beat – literally within minutes we saw poor Timberwolf with her rig down.

Shared a great potluck dinner at Kawau with several other competitors then a beautiful kite ride home on Sunday.

My highlights – the great weather, the after match function, my great crew and the number of finishers given the lack of breeze at the start. A quarter of the fleet were single hander's and all had a ball with no dramas.



Transformer has competed in every Route 66 and each year it just gets better.

The event is made more special by its sponsors and a personal thanks to Lombardini, Marsden Cove Marina, Coolstore Construction and Appletons Rum for the lubrication. (Hans)

Results: 1st Line Overall: Timberwolf

1st Line Monohull: Fineline

Singlehanded Line: Gale Force

Div A H/C: 1st High n' Fibre 2nd Shrek's House 3rd Pepe

Div B H/C: 1st Magic Touch 2nd Quarter Pint 3rd Grunty Chicken

Singlehanded H/C: 1st Wishbone 2nd Revolution Blues 3rd Bays Flyer

Overall H/C: 1st Wishbone 2nd Magic Touch 3rd Revolution Blues

The Original Wednesday Night Series

The last 4 races of the series followed the pattern of the previous race days with some very light days. This resulted in shortened courses and, in the case of the last race, abandonment, after it became obvious that very few boats would have finished even if the course had been shortened. We will certainly look forward to better breezes next season!

Many thanks to the competitors for turning out in such consistent numbers, the patrol boat crew who honed their race finishing skills so ably and the tower crew who manage the start (and sometimes the finish!!) so well. Thanks also to our sponsors who support us very generously. (Margaret) Series results:

<i>Div</i>	<i>Line</i>	<i>1st H/C</i>	<i>2nd H/C</i>	<i>3rd H/C</i>
M	XL	Tigre	Charleston	XL
A	Formula One	Power Play	Formula One	Cruise Control
B	Pretty Woman	Fineline	Pretty Woman	Margaritaville
S	Atomic	Enigma	Team Sex	Atomic
C	MRX 1993	MRX 1993	Azure	What's News
E	Pork Chop	Sex on Fire	Revolution	Pork Chop
Q	Fast Company	Pepe	Local Hero	Fast Company
D	Xtsea	Xtsea	Revo. Blues	Manawa
H	Infiltrator	Elly	Infiltrator	Green Pepper



Destination Series

The 2012-13 Destination Series wound up on the last weekend of daylight savings. Saturday, 11am and 13 Richmond boats lined up against a fleet from Ponsonby CC in a light easterly and a big incoming tide to race to Gulf Harbour Marina. After passing the Ports of Auckland flag standard half a dozen times in a pointless effort to exit the harbour, with the time limit looming, all boats (save for the valiant singlehanders who sailed all the way—ed.) had given up the challenge before Rangitoto lighthouse and motored to Gulf Harbour Yacht Club for an enjoyable evening. Thanks GH for opening your club and providing a tasty meal.

Sunday, 11am - lets try that again - In a light north easterly 12 RYC boats raced back to Westhaven. A clean start and up went the gennakers, the fleet fell into a familiar order with Peppermint Planet leading singlehanded entrants Latitude and Heaven n Hell on a direct route toward Rangi light. Meanwhile Chain Reaction took the a westerly course, endeavouring to pick up a stronger sea breeze than their rivals. As the wind clocked north many boats peeled to spinnakers, things were going well. On Peppermint Planet I listened to the 'now casting' and to my surprise heard 20kn SE at Bean Rock, I said to my crew "it might be a little hard to hold the spinnaker in that much wind". I looked south and could see a distinct black line on the sea ahead and foolishly decided to prepare to peel back to the gennaker. Bang, the new wind hit us, it was too late for the gennaker - wrong sail anyway - hurriedly get the no1 genoa up and the spinnaker down. Meanwhile Hayden Griffiths cruised past us, singlehanded, in full control of Latitude. We trucked up to North Head desperate to find a chink in Latitude's armour but to no avail, Hayden was rock solid.

The 20 knots abated and up went the gennakers but it was a simple follow the leader scenario. The wind turned toward the east, we peeled the kite once more - we were gaining. With the tank farm approaching the wind suddenly swung to the north west, up goes the genoa and we got 'em. 7 sail changes and a hard fought line honours for Peppermint Planet. A well deserved handicap win for Latitude followed by Heaven n Hell and the fully crewed Echelon 3rd. Competition was hot further back with Crocodile, Cool Change and Revolution Blues having a close finish however the second half of the fleet really suffered in the light winds at the finish.

We look forward to seeing all the trophy winning yachts at the annual prizegiving. (Rodney)

Hauraki Singlehanded Series



In 2012-13 Richmond YC organised a singlehanded racing series in conjunction with SSANZ, Devonport YC, Bucklands Beach YC, and Weiti BC. There were twelve races in the series and to successfully complete the series skippers have to race with at least two other clubs and in at least six races. The result: increased participation in singlehanded events across all races!

The series included a new challenge as well: SSANZ and RYC came together to organise a singlehanded division in the Route 66 Coastal Race (66nm, Auckland to Whangarei), with a special trophy for the event presented by SSANZ (won by Trish Lewis in Wishbone—see pg 12 for her race write-up)

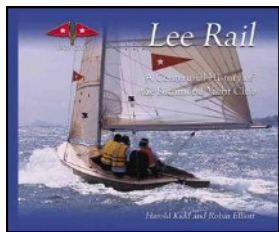
The prizegiving was held on Sunday, April 14th at the RYC clubhouse – completion and participation plaques provided by Acrylic Creations and door prizes from Safety at Sea were presented to all skippers. First and foremost, congratulations to the skilled and dedicated skippers that completed the inaugural series:

Richard Limbrick / Cool Change
John Davies / Crocodile
Keith Bekker / Manawa
Peter Locke / Infiltrator
Andrew Hall / Unitec II
Bryon Wright / Revolution Blues
Tony Newmarch / Bays Flyer
Chris Binning / Heaven n' Hell

Further congratulations to the following skippers for their success in the 2012-13 Hauraki Singlehanded Series:

1st Line – Chris Binning / Heaven n' Hell
1st Club h/c – Bryon Wright / Revolution Blues
2nd Club h/c – Chris Binning / Heaven n' Hell
3rd Club h/c – Tony Newmarch / Bays Flyer
1st PHRF h/c – Bryon Wright / Revolution Blues
2nd PHRF h/c – Tony Newmarch / Bays Flyer
3rd PHRF h/c – Chris Binning / Heaven n' Hell

The Hauraki Singlehanded Series will be back in 2013-14 – spread the word!
(Bryon)



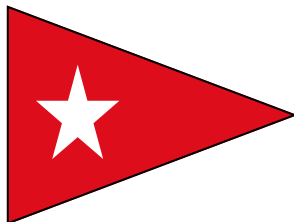
Lee Rail

We're over 100 years young! The rich centennial history of Richmond Yacht Club is told by Harold Kidd and Robin Elliot in *Lee Rail*. Copies are available from the office for \$35.



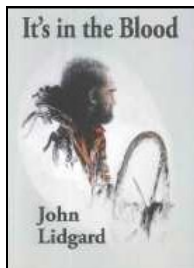
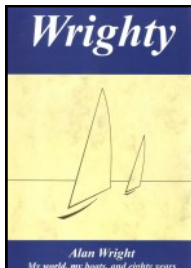
Current ISAF RRS Handbook

The NEW 2013-2016 ISAF racing rules handbook is now available from the office for \$25. A digital copy of the new version is available on the ISAF website as well as an iPhone app for those wanting to get a jump on the competition.



RYC Burgees

Do you fly the club burgee? What's a burgee you say? Well, you can learn by heading down to the office with \$20. Don't be left out, RYC burgees are worn by discerning and shapely yachts the gulf over..



Wrighty and It's in the Blood

The RYC clubhouse has signed copies of these books by great NZ designers Alan Wright and John Lidgard in stock. If you own a Wright or Lidgard design it's a must; if you don't, well, it's still a must. Either for \$40, both for the low price of \$80. Limited stocks.

Welcome to Our New Members:

Andy Gilmore	General	Morning Star	Davidson 31
Michael Good	General	Good Solution	Jenneau 409
Tim & Lynne Jeffery	General Family	Spearhead	Elliott 1050
Ross Farrell	Associate		
Nick & Heather Gaites	Associate Family		
Angela Chamberlain	Crew		
Ian Merchant	Crew		
Alex Lampen-Smith	Crew		

Free RYC Stickers

The club has had a batch of RYC bumper stickers made. These are free for Richmond YC members and supporters. We've also got RYC decals for the transom of your yacht, also free for Richmond YC members. If you would like a bumper sticker for your car, or a decal for your boat please see Glenda in the office.

RYC on Facebook

RYC now has an active Facebook page—this is a popular way for members to interact and for the club to update you on racing and social events. We wish to invite you to join us and "like" the RYC Facebook page, to send in photos, short stories, blurbs and short updates of your sailing. Over 200 likes and growing:



www.facebook.com/RichmondYachtClub

Handbooks

The 2012-13 season handbooks are available in the office. If your copy needs replacing feel free to come get a replacement. And for those that would like a mint copy of the last two years' handbooks for your archive, we have a few copies at the club. First come first served while stocks last.

Racing Flags

Division flags of all colours are available from the office at no charge to members.



Classifieds and Games

Classifieds

There are no classifieds this issue - ads are free to members and cheap as chips otherwise. To place an ad please contact the office

Destination Series Wordsearch

(search below for the boats that participated in the 2012-13 Destination Series)

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

ALDEBARAN
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ECHELON
EXTRACTDIGIT
FLOJO
HEAVENANDHELL
HIDEAWAY
INFILTRATOR
KNIGHTHAWK
KRISTINA
LATITUDE
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Officers

President	Vera Mummery	Nevenka
Commodore	Trish Lewis	Wishbone
Vice Commodore	John Davies	Crocodile
Rear Commodore	Bryon Wright	Revolution Blues
Treasurer	Audrey Cole	
Secretary	Margaret Harvey	Knighthawk
Club Manager	Tim Smedley	
Building Manager	Andrew Burr	

General Committee

Fleur Cox	
Hayden Griffiths	Lattitude
Rodney Janes	Peppermint Planet
Jono Lind	Carpe Diem
Hans Swete	Transformer
Evelien van Vliet	

Office

Glenda Bennett
(Office hours: Tues-Fri 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 want to share your stories! To submit news, stories or photos to Plain Sailing email us at:
magazine@richmondyc.org.nz

Note that those wishing to point out errors in the Plain Sailing are encouraged to do so, but that this automatically volunteers you to contribute a story for the next addition.



Sender:
Richmond Yacht Club, Inc.
PO Box 46-324
Herne Bay
Auckland 1147

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