



RICHMOND  
YACHT CLUB

# Plain Sailing

Summer 2017



# FROM THE FLAG

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Its been a cracker start to the season!

A 15knt SW breeze meet the boats on the 23 September for the 20 RYC boats which lined up for the Spring Regatta and another 24 for the Gold cup.

The fleet sailed in good breeze and good weather all day, except those who on the full course fell into a bit of a hole in the lee of the Waiheke Island. But that would have given them a break for lunch.

The spring regatta has changed over the years but still remains a great race and a good shake out race before the Coastal Classic.

And speaking of the Coastal classic 14 RYC boats sailed in the PIC coastal classic this year, some stand outs were, *Katana* 1st & *Wild Oats* 3rd in the Solo division, *Atamai* 3rd in the 2 handed and *T-Rex* 1st on line & Handicap division 5, overall a great effort from all boats.

64 boats have started in our Wednesday nights series and by the time you read this we will have sailed at least 3 races.

Race officer is a busy role and its our tradition that the RYC keeps to high standards of race management. This year Trish Beken [past Commodore] has taken on the role for the first time and I'm certain that Trish will maintain our traditional standards.

Our Friday night special series is in full swing for the 21st year, there is always a special buzz in the club after one of these races, our harbour is such a magical place to sail and our skippers are so keen to share their passion.

Don't forget to drop by the club after racing and share your stories and photos and check out our face book page.

Andrew Burr  
RYC Commodore

Welcome to our Summer Edition of *Plain Sailing*. The longer days and warmer seasonal weather that we are starting to see is so inviting to be out on the water and in this issue we have some great stories from a couple of boats who recently competed in this year's Coastal Classic Race.

We also have the second part to *The Master and Her Apprentice* member profile, an article on safety briefings for our new Friday Night Sailors, a story on restoring the Mahurangi river, some interesting America's Cup facts and even a chance for you to win a prize of \$250 (see page 21).

The second of our multi part story on young Cory McLennan who has an ambition to take on some of the toughest sailing assignments and some of the world's most gruelling solo yacht races also continues as he heads out across the Tasman.

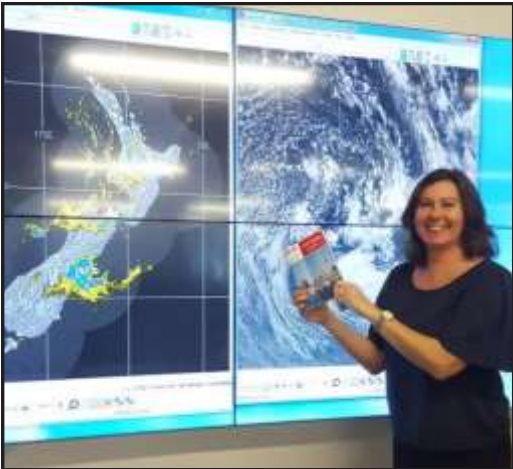
As always, if you have something you would like to see in the magazine, or have something of interest to go into the next issue we would love to hear from you.

Happy reading

Mark Lloyd, Plain Sailing Editor

## Dedicated Reader

Our latest dedicated reader is Georgina Griffiths with her copy of *Plain Sailing* in the Met Service Auckland Forecast Room.



**Georgina Griffiths**

On most days forecasters are too busy with New Zealand's mobile weather to get much more than a glance any reading material she said and by the look of the imagery in this picture, it was one of those days!!

If you have a picture of someone reading *Plain Sailing* in somewhere of unique or of interest then we would love to print it. Just contact us at [magazine@richmondyc.org.nz](mailto:magazine@richmondyc.org.nz)

# CALENDAR & NOTICES

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

## **November 2017**

Wednesday 15th	Wednesday Night Racing
Friday 17th	Cruising Race (Waiheke)
Friday 24th	Friday Night Sailing Race 4
Wednesday 29th	Wednesday Night Racing

## **December 2017**

Saturday 2nd	Cruising Race (PBM)
Wednesday 6th	RYC Pot Luck Lunch
Friday 8th	Friday Night Sailing Race 5
Sunday 10th	His N Hers Race
Wednesday 13th	Wednesday Night Racing
Wednesday 20th	Crew.Org event

## **January 2018**

Wednesday 24th	Wednesday Night Racing
Friday 26th	Cruise Race (Mahurangi)

## **February 2018**

Friday 2nd	Friday Night Sailing Race 6
Wednesday 7th	RYC Pot Luck Lunch
Wednesday 7th	Wednesday Night Racing
Friday 9th	Westhaven Triple
Saturday 17th	Cruise Race (Gulf Party)
Wednesday 21st	Wednesday Night Racing

*All dates correct at time of printing*

# NEW MEMBERS

## WELCOME TO OUR NEW MEMBERS

A very warm Richmond Yacht Club welcome to all our new members who have recently joined the club.

### New Memberships

Mike Matthews & Michele Anthony	General Family	Boat Name: About Time
Paul Dobbin	General	Boat Name: Sundance
Tony Whiting	General	Boat Name: Taranui
John Stoneham & Annette Stoneham	Veteran Family	Boat Name: Gold Rush
Kirsty Maitland & John Maitland	General Family	Boat Name: Tiny Dancer
Kevin Hawkins& Liz Norquay	Associate Family	
David Ealson & Fiona Ealson	Veteran Family	Boat Name: Lola
Liz Alonzi	General	Boat Name: Mercury Rising

### Friday Night Special Crew Members

Rebecca Shipton-Ashwell, Beatrix Loos,  
Jason Christini-Crawford, Leon Dolphin,  
Natalie Pescador, Henry Hirsch, Karen Sutton  
Alban Cozzani Devisme, Vaughan Yarwood,  
Elais Fraser, Konstantin Sigachev, Katie Lucas,  
Wendy Mitchell, Adrian Alcalde, Iris Li Bo,  
Stephen O'Brien, Mark Wolfenden, Claudio  
Rivas, Annette Harris, Triona McGrath, Rohit  
Rao, Anand Patil, Craig Throne, Noel Whyte,  
Rosie Yalland, Solenne Couvreur, Carolyn  
Jameson, Alex Boucher, Shashank Kapoor, Matt  
Carran, Luisa Garcia, Charlton Benhur, Sally  
Clothier, Laura Ballentyne, Lisa Seo,  
Neda Zdravkovic, Roger Galobardes Casanovas, Dmitri & Alexander Rodionov



# MEMBER PROFILE

## *The Apprentice*

Two and a half years ago I arrived in New Zealand from the UK, with two suitcases and only knowing 3 people and soon coming to the realisation that I needed to find something sociable outside of work.

A colleague suggested the Victoria Friday Night Specials. It was sold to me by saying that there is nothing more perfect at the end of a busy week than being on the harbour on a sunny Friday night.

I had no sailing experience, having only been in a canoe once, and I seem to recall that wasn't the most successful outing!

So I signed up and was to drop my subscription into the club the night of the race. As the date drew near, my anxieties grew. I was about to get on a boat with a group of total strangers.

I was really unsure if I was going to like it. So I hatched a cunning plan. I would do the first sail, if I enjoyed it I would post my subscription, if I didn't I would drive off into the sunset never to be seen again.

My boat allocation came through for me to sail on Revolution Blues with Bryon Wright. From the moment I arrived at the boat I felt welcome, useful and of course had a fabulous sail. Needless to say I came straight off the boat and posted my subscription.

I have gone on to complete my Day Skipper, race crew training and the level 2 sailing course. However, nothing replaces time on the water and getting stuck in. I still have so much to learn and this is where Parizad (the master) comes in.

I came out for one sail and as they say the rest is history. We now sail together all the time and I love it. She is a great, if not occasionally loud coach who readily passes on her sailing knowledge with a few pearls of wisdom dropped in.

It's great being part of RYC and it's a privilege to now be on the Committee. Another adventure thanks to Parizad!!! So I guess the moral of my story is give it a go, you never know where life takes you. Mine has taken me to the other side of the world, given me a totally new passion and a fabulous new friend.



**Jacky Bush**

# SAFETY BRIEFING

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If you are new to sailing a safety briefing is an important part of any trip on a boat. Your skipper should be able to clearly and concisely explain the principal dangers on board.

The first time on a boat can be daunting and it is important that the skipper brief the crew in a way that means that any new crew will retain this information

Some dangers on boats are obvious, but the cause of some accidents are not. Each boat and crew will adapt their own safety briefing, however below is a good starter for 10:

If you are not confident on the water ask to wear a lifejacket if the skipper hasn't offered you one. you should ask. The skipper should at least always show you where the jackets are stowed.

One hand for yourself, and one for the boat. The deck may not be where you thought it was going to be as you move about the boat, so keep your centre of gravity low as you move about, and hold on.

Be very aware of the boom – someone once asked if it was called a boom because this was the noise it made when it hits your head!. Even in New Zealand, there have been fatalities from booms hitting heads and causing brain injuries so be careful and listen for instructions from the skipper and experience crew when the boat is manoeuvring about—intentionally or otherwise!.

And it is not only the boom which can be dangerous but the mainsheet and traveller which can whip across the boat during manoeuvres.

Other major hazards are other boats. There are times a skipper may have not seen another vessel, so if you are concerned about the proximity or heading of other craft, please advise the skipper. Boats (even those in the Friday Night Special) can have a combined approaching speed of close to 30kph and can involve weights of up to 20 tonnes.

Use of winches – sail handling winches carry immense loads at times and you need to be aware of the correct usage of these. Ask your skipper to demonstrate how to use these and correct placement of hands and fingers.

A boat can be a dangerous place however, taking heed of safety briefings and being aware of your surroundings will ensure that you go out and have an enjoyable sail.



# COASTAL CLASSIC HISTORY



**The Coastal Classic Yacht Race from Devonport Wharf to Russell Wharf in the Bay of Islands, is New Zealand's premier fleet yacht race and has been held annually at Labour weekend since its inception in 1982.**

## **Where it all began**

The original concept was the inspiration of Roger Dilley from the then Auckland Multihull Sailing Association (now the NZ Multihull Yacht Club) loosely based on the speed record attempts by power boats dating back to the 1920's over the same course.

Roger's original idea developed into being a full on drag race with the first boat into Russell being the overall winner. AMSA then put the challenge out to all multihull and keeler owners to join this non-stop race to the bar in Russell, push their boats and crews to the max and overall have an exhilarating fun weekend.

Twelve intrepid skippers and crews took up the challenge and when Roger put the final magic touch to the race by dreaming up the name - the "Coastal Classic" had arrived. The fleet was divided into one multihull division and several monohulls, by length but no handicap. Boats ranged in size from the Peter Williams' 62 foot *Fidelis* down to Alex and Mathew Flynn's 24-foot trimaran *Gulf Chariot*.

The inaugural Coastal Classic Yacht Race began in light conditions at 0900hrs Saturday October 23rd with monohull *Fidelis* leading the fleet past North Head. Multihulls *Krisis* and *Sundancer* got into the action as the winds freshened once out of the inner harbour with their match racing and fierce competitiveness from there onwards setting the scene for all Coastal Classic races to come.

*Krisis*, skippered by Duncan (Cookie) Stuart was the first boat into Russell and his record of 18 hours was not broken for 4 years, although the armchair experts thought it would be easily broken. Andrew Wallace on his Farr 11.6 *Hawkeye* waved the flag for the monohulls by finishing a creditable 50 minutes behind the first two speedy multis.



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Since 1982 there have been many races, below are just a few highlights from over the years:

### **1987 - Peter Blake crews for Cookie**

Peter Blake used the 1987 race as an opportunity to gain multihull sailing experience, aboard the boat that won the first ever Coastal Classic, *Krisis*. Blake told 'Nautical News' that he learnt the value of white paint about the bows and gunwales of the floats to assist night vision, and changed the colour scheme of Steinlager 1 accordingly.

*Krisis* placed eleventh in this race, which was won by Afterburner. The 45 foot catamaran slashed the race record by almost five hours with a time of 12 hours and 39 minutes. *Afterburner*, designed by Malcolm Tennant, averaged 13 knots for long stages of the race and hit over 20 knots at times. Conditions were north-north east, approx. 15 knots, with flat seas and that year twelve boats broke the race record.

### **1988 - Fisher & Paykel storms up the coast in dream race**

*Krisis*, damaged during a storm at her Hobson Bay mooring, didn't take part in 1988, but Duncan Stewart (Cookie), who has been with the race since its first edition in 1982, raced aboard the 25m Fisher & Paykel with Grant Dalton.

Dalton used the Coastal Classic as a training run for his new round the world boat. Cookie's main concern was that he would miss the party in Russell, as *Fisher & Paykel* would return to Auckland immediately after the race.

### **1989 - Atrocious conditions present first ever monohull benefit**

Only 65 of 155 starters finished the 1989 race, and it was the first year that a monohull took line honours. Gale force north to north easterlies 'pasted' the fleet, with many boats, on experiencing 70-knot headwinds and enormous seas off Brett, turning around and heading home. *Emotional Rescue* crossed the line first after 19 hours and 7 minutes of windward slog.

### **2009 - Four records tumble**

The supermaxi *Alfa Romeo* set HSBC Premier Coastal Classic history when she set a new race record of 6 hours, 43 minutes and 32 seconds, also the record for keelboats. Soon after, Dan Slater's *Frantic Drift* set a new record for multihulls under 10.66m, completing the course in 7 hours and 58 minutes, and the swing keeled 30 footer *Overload* set a new record for keelboats under 9.14m, finishing in 10 hours and 23 minutes. *Alfa Romeo* wiped more than 36 minutes off the 13-year old record held by Split Enz, achieving an average speed of 17.9 knots.

# TWO HANDED CLASSIC

Ex-Commodore Bryon Wright and Simon Malpas rashly decided to undertake this year's Coastal Classic two handed on Simon's Beneteau First 44.7.

Generally a phrase that's used with short-handed sailing is that when its going fine its all straight forward, its when something goes wrong that it all can go to custard.

Thus it was with some trepidation that we entered this division on the basis of what on earth could possibly go wrong with a 45 ft boat travelling at 10 kts with only 2 people on board (we also planned not to use the autopilot as an added extra).

The forecast for this year's event was excellent with a nice SW meaning the ideal course was straight up the rumb line to Cape Brett. We started with the other fully crewed Div 2 boats, remarking how good we looked with just the two of us as compared to the fully crewed boats with legions of bodies ready to spend the night on the rail.



*What could possibly go wrong?*

Rounding Head it North was time  
to hoist the gennaker. On a 44.7 this sail is sufficient to cover a small house.

Bryon helmed whilst hauling up halyards and dropping head sails (I'm sure he has an extra arm). Simon worked the sheets and we were off.

The great aspect to this race is that it's generally calm waters with no swell. Providing the wind stays in the right spot and at a constant strength its all plain sailing. *Atamai* sat comfortably at 8-10 kts for 4-5 hours as we kept pace with the fully crewed boats, yippee.

Then a westerly wind shift saw us chasing hotter angles with the gennaker. Not so straightforward and the fully crewed boats got away.

We rounded Cape Brett around 11 pm and were really pleased to have a light but steady wind to carry us to the finish around 2 am. Over a beer and some food we began a post mortem of why we hadn't done better (the fully crewed boats with the same handicap finished around an hour earlier).

We went to bed feeling frustrated but happy we had made it in one piece.



***Looking relaxed  
and confident***

The best news was looking at the results of the short-handed division we found we had come in 3rd!

I thoroughly enjoyed Bryon's company for the trip. What a fantastic shorthanded sailor he is and with that in mind we have entered the Yates cup 3 handed which is 230 nm...what could possibly go wrong?

# TITANIUM COASTAL 2017



*The start of the  
2017 Coastal  
Classic*

Early start for the Titanium crew on the boat and out of the marina by 8am so we can calibrate the boat before we head off on the Coastal. Three good runs down a 1 kilometre stretch of the harbour and the job is done.

By this time other boats are heading down the harbour to join us off Devonport. The tension and excitement levels begin to build as the nine divisions jostle for positions in the prestart area.

As we watch the Division 1A boats pop their spinnakers and head around North Head it's time to line up with the other 23 boats in Division 1B. The foredeck crew are called to action to hoist the mast head kite, the trimmers are ready, and we are off at speed. Took three gybes to get around Tiri and we are well on our way passing Flat Rock around 12:45. We held the masthead kite till after Cape Rodney.

Next sail on deck is the mast head gennaker and we continue to make good time with Kevin sharing the helm with two of the crew during the race so keeping everyone on their toes – nothing like a bit of competition to beat the highest speed of the last helmsman! Best effort during the race being over 15 knots at one stage with a constant 10+knots helping to clock up the miles.

Heading towards Sail Rock and the fleet split at this stage with five other boats joining us in our decision to go outside and to work with the wind we had. Scheduled race call for Sail Rock made at 15:21 – looking good for a very respectable finish time!

## ***Titanium crew on the look out***



A timely distraction in the late afternoon with a pod of dolphins putting on a great acrobatic display as they cruised past the boat taking everyone's attention off the race for a minute or two. The crew keep trimming the boat hoping to go faster to keep the dolphins entertained but they move on at effortless speed to play elsewhere – back to the race!

On the other side of the Hen and Chicks the Code Zero is back in action propelling us steadily forward to Russell. Another sail change is called and up comes the trusty 'Laurie Collins' mast head gennaker - in hindsight this might have been a little ambitious for this particular sail on the day and it decided to 'retire' itself from the race after about 20 minutes of battling the wind. Back up goes the Code Zero and we are underway again with this sail proving to be quite the all-rounder during the race.

Passed by Cape Brett at 21:30 nicely ahead of our expected schedule – lighter winds as predicted, 6 -7 knots south wester but the Code Zero handles these conditions well. Only 19nm to go but the big question is how long it will take? Everyone on board knows this leg of the race will be just as challenging as the last 100nm.

The afterguard continued to track our nearest competition with both Cotton Blossom 2 and Provincial Cowboy keeping in close contact as we worked our way towards the finish line. Very light conditions now so back to the gennaker for the final stretch. Each boat zoning in on strobe lights of the finish boat and trying to anticipate the wind shifts, do we need a sail change – who has the advantage?

# TITANIUM COASTAL 2017

After fourteen hours of racing, Titanium and our two closest rivals cross the finish line within 5 minutes of each other with the line up being Cotton Blossom 2, Titanium, followed by Provincial Cowboy – now that's a great Coastal!

The skipper and crew are very happy finishing just after midnight with plenty of time to find a good anchorage, and to watch the others finishers cross the line.

A surprise hot pie delivery from Doyles Sails new 'on the water catering division' makes the crew's night with liquid refreshments already in hand.

Final result 7 on line and PHRF and a very handy spot prize of a 6 power point lifeguard RCD– bonus!



***Skipper Kevin Murphy making it look easy with crew  
Jesse Matheson, Chris Macindoe, Suzanne Histen; Gareth  
Cameron, Kosta Popov and Ethan Price***

*Land-based race  
manager and*

*logistics support: Dagmar Bellamy*

*Photo Credits: Jessie Matheson and Gareth Cameron*

***Full Coastal Classic race results can be found at [www.topyacht.net.au/results](http://www.topyacht.net.au/results)***



# SPRING REGATTA SPONSOR

# MUSTO



Richmond Yacht Club has been sending boats around Waiheke to start the season for over 40 years. The Spring Regatta is a great shake out race after a winter off and usually draws a significant numbers of boats.

This year we are very pleased to have announced that MUSTO have come on board as the major sponsor for the Spring Regatta.

MUSTO is the world's leading offshore sailing brand and a leader in shooting and equestrian sports. It engineers performance apparel and utilises the same fabric technology that protects ocean racers as in its sailing, country and multi-sport evolution clothing.

Built on 50 years of engineering cutting-edge technical clothing, MUSTO has grown to be a global brand renowned for innovation. It tests its products to the extreme in the world's most hostile environments and in the labs so you can trust them to protect and perform, whatever your adventure.

Its British engineering and design, approved with two royal warrants, is worn by



Olympians and professional athletes, royalty and record breakers.

Its kit has been used in every round-the-world Whitbread Race, now the Volvo Ocean Race, since 1981, and is the choice protective gear of Britain's Royal National Lifeguard Institute.

Prize giving is held on the same night as the first Wednesday race

of the season with prizes being awarded to all divisions, including Gold Cup divisions for Line honours, 1st, 2nd and 3rd Handicap. In recent years the first race in the Royal Akarana Yacht Club Gold Cup Series has been run as part of the Spring Regatta.

Welcome MUSTO to the Richmond Yacht Club and be sure to check out their superb sailing gear at a local stockist or at [www.musto.com.au](http://www.musto.com.au)



# BITTEN BY THE BUG (PART II)

*Ed's Note: In this second article we pick up Cory's story as he sets about competing in the Solo Trans Tasman race from New Plymouth in April 2014.*



**Cory McLennan**

On my second night at sea, disaster struck. In an occurrence that would normally see the end of any normal solo crossing, my autopilot, the most important piece of equipment for a solo sailor failed, and couldn't be repaired at sea.

I set about setting up my spare, but this only lasted a few days as it was a smaller pilot only really designed for coastal sailing. Determined not to back out, for ten days I hand steered my yacht, sometimes for up to twenty hours at a time in rough weather. I had no choice but to steer.

I struggled on towards Australia until I was only a hundred miles away from the coast. On what would be my final night at sea, it was about 10pm and I was sailing downwind with a building sea and wind. I could see a light closing in on me and could see the ship getting closer and closer. I decided to move off to starboard to put some space between us and as I pulled the tiller the rudder collapsed. I had no steering! I jumped down stairs and tried to call the ship.

"Star Enterprise, Star Enterprise this is Atom Ant do you read over" ... nothing. Again I tried. Still nothing. The ship passed, far too close for comfort. I only had one hundred miles to go to set the record, but with no steering that would be a massive task. Luckily thanks to the advice of Graeme and other sailors, I had an emergency rudder system that could be put in place.

Unfortunately the pintles were bent and I was way overdue for sleep. I managed to get the rudder back on board using the main halyard then with a torch I tried to figure out what I had to do to get the backup rudder to fit. But I wasn't thinking straight and couldn't make things work. I rang the race committee and told them what had happened.

Words were used that can't be published but they suggested deploying my sea anchor and unfurling the jib and getting some sleep, so that's what I did. In the morning I awoke with a clearer head, and within an hour I was back on course.

That night I crossed the finish line and became the youngest person to cross the Tasman solo. I was greeted by group of race competitors and my parents who had had to change their flight twice!

With that gruelling passage, I joined an exclusive group of offshore sailors who cross oceans solo. It was a club I wanted to stay in and so the dreaming continued. After selling my yacht Atom Ant in Australia, I returned to New Zealand, filled with drive to put together another challenge.

The problem with dreamers though, is that their dreams usually cost a lot of money, which is the reason most remain as dreams. But I wasn't going to let money stop me. I started researching races around the world I would like to do, after knocking off one of the big ones – the Solo Trans-Tasman. One of the biggest solo fleets in the world is a French class called the Mini 650.

The Mini 650 is a 6.5m yacht that is raced solo across the Atlantic in a race called



the Mini Transat. These yachts are at the forefront of yacht development, tiny, but fast and fun. After watching countless videos of these pocket rockets surfing downwind at 20 knots I decided this was a good option and crucially, it was an option I could afford.

I found a yacht that was designed by a local designer and built in New Zealand. The boat was in the south of France, and I bought it sight unseen and had it dismantled and put on a ship to New Zealand.

**Footnote:** You can follow more of Cory's story and even get involved in supporting him via Cory's website [www.corymclennan.com](http://www.corymclennan.com)

# IS YOUR BOAT LPG COMPLIANT?

If you use LPG gas on your vessel be aware that many insurers are now requiring that the gas installation is certified. To meet these requirements, Auckland's Westhaven Marina recommends that you:

- Fit gas detectors into your bilge area with two sensors, one in the vicinity of your gas appliances and one at the lowest point where gas is likely to accumulate (usually in the bilge)
- Insist that any gas work is done by a qualified installer
- Get the work certified and provide your insurance company with the details. Boats not only require a gas certificate but also require the work to be lodged on the Energy Safety website's high-risk database, which a qualified gas fitter will take care of for you.

Aaron Mortimer of Mariner Marine Insurance says that with the regulations being modified in 2010 and 2013, it's possible that some boaties are buying boats that previously were compliant but now are not.



***The wrong kind of gas  
hot water!***

If the survey indicates any concerns about the gas system, cover will be made dependent on certification from a gas fitter, or Mariner will ask for the gas bottle to be removed until the system is certified.

The Plumbers, Gas Fitters and Drain layers Board says that a certificate is the gasfitter's verification that the work is lawful and compliant. The Board provides guidelines for selecting a tradesperson to help you and for verifying the tradesperson is properly qualified.

In his recent *Boating New Zealand* article, Robb Baird from Optimum Plumbing, Gas & Heating says not a week goes by where he doesn't see something life-threatening on a vessel and recommends that every boat should have two life saving devices.

The first is a **BEP marine gas detection system**. In most instances gas appliances on boats are situated below the upper deck, with no low-level ventilation.

Not only does this system allow you to isolate your gas supply by means of a solenoid at the bottle by a push of a button on the control panel, it also allows for two sensors, one mounted in the vicinity of the gas appliances and one at the lowest point where gas would likely to accumulate in the event of a leak.



When these sensors detect gas the supply of gas is automatically isolated and an audible and visual alarm is activated. A detector is the greatest investment for any boat's gas system.

The other is a **carbon monoxide detector** capable of detecting low concentrations of carbon monoxide (CO). It should also have an audible alarm.



When gas doesn't burn properly, excess CO is produced. CO is an odourless, colourless, tasteless gas, but it's poisonous and it can kill in a matter of hours.

You're particularly at risk when asleep because you won't recognize the early symptoms of CO poisoning – tiredness, drowsiness, headache, nausea, pains in the chest and stomach pains.

If you are in any doubt, have your gas installations checked and discuss it with your insurance company.

For more detailed information, explore the NZS 5428:2006 standard LPG installations for non-propulsive purposes in caravans and boats, or ask a qualified gas installer for details.

# RESTORING THE MAHURANGI

In June the Mahurangi River Restoration Trust welcomed the announcement that the Auckland Council has granted a Resource Consent to dredge the historic river and return it to a navigable condition.

Apart from reopening the river to navigation, it is believed the increased tidal flow will help clean and improve the water quality in the river.



At an estimated cost of \$4 million it is expected the project will take about three years, less if early funding is achieved.

Two purpose built shallow draft tugs and a large barge with excavator will be operating in the river, however existing navigation will not be impeded.

The Mahurangi River is an historic stretch of water and for many years was navigable from its mouth at the southern end of Kawau Bay to the township of Warkworth.

It was once the only means of access to the north before the road network was established. It was an early centre of boatbuilding and related marine industries and more recently has become the base for the Jane Gifford, the last surviving original sailing scow in New Zealand.

The Mahurangi River scenery is magnificent, with native bush to the river edge. On the approaches to Warkworth, the river passes the old Wilson's Cement Works, where a small marina is located. Further upstream you will pass Robertson Boat builders before arriving at the Town Basin

The basin has been significantly developed to allow berthage for visiting boaties, who can take in the cafes and restaurants and replenish supplies from the shops in a delightful village atmosphere.

The Trust, which is a registered charitable organisation with an Advisory Board, is appealing for support. Donations, which can be tax deductible can be made either via the project's Givealittle page, or direct to their account.

# ENTER TO WIN



Research is now under way to gather information to inform the development of a visitor strategy for Great Barrier Island, with a focus on the sustainable development of tourism on the Island.



The strategy is being developed in conjunction with iwi, public agencies, residents and community groups, tourism and transport operators, and local businesses.

The New Zealand Tourism Research Institute at the Auckland University of Technology is conducting this research on behalf of the Great Barrier Local Board and ATEED.

If you have been a recent visitor to Great Barrier Island, you are invited to complete this survey and for participating you can go into the draw to WIN \$250!

The survey should take about 15-20 minutes and can be accessed from the website below:

[www.visitorsurvey.co.nz](http://www.visitorsurvey.co.nz)





# SOME UNUSUAL AMERICA CUP FACTS

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## **Britain has never won the America's Cup**

Despite the inaugural America's Cup race taking place in Cowes in 1851, Britain has never won the "Auld Mug". The USA has won it 28 times, New Zealand and Switzerland twice, and Australia once.

## **One of the top skippers grew up in a landlocked area**

Glenn Ashby, the skipper of Emirates Team New Zealand, grew up in Bendigo, Victoria, in Australia. He learnt to sail on a lake that was often near dry. The 38 year old, who goes by the nickname Gashby, is just the third Team New Zealand skipper in 20 years, after Sir Russell Coutts and Dean Barker.

## **A most persistent challenger**

British tea magnate Sir Thomas Lipton challenged for the trophy five times between 1899 and 1930 in his yachts Shamrock through to Shamrock V. Although he never won (he was awarded a specially designed cup for "the best of all losers"), he is credited with introducing the idea of sponsorship in sport.

## **Many sailors have strange superstitions**

The skipper of Artemis Racing, Australian sailor Nathan Outteridge, is one of those with a number of race superstitions. These include never wearing the regatta shirt at the regatta and no hair cuts during events. Ben Ainslie uses a lucky name for all his boats since Olympic days. They are all called Rita, as is his current AC50 race yacht.

## **America, the famous original cup schooner had a sad end**

The schooner *America* which won the race that promoted the establishment of the America's Cup, beat 15 other rivals in a race round the Isle of Wight in 1851. It continued to race until being sold to the Confederate State of America for use as a blockade runner in the American Civil War.

After being scuttled, the yacht was raised, repaired and renamed America by the Union, and served on the Union side for the remainder of the war. After the war, *America* was used as a training ship at the US. Naval Academy.

*America* was again sold, and went back to competitive racing. After falling into disrepair, the vessel was sold to the America Restoration Fund, who donated her to the US. Naval Academy in Annapolis. By 1940, the schooner had been sorely neglected. The vessel's condition deteriorated even further after the shed where America was stored collapsed in a heavy snowstorm.

The ship was finally scrapped and burnt in 1945.



# CLUB INFORMATION

## Officers

President  
Commodore  
Vice Commodore  
Rear Commodore  
Treasurer  
Secretary  
Club Manager  
Building Manager

Hans Swete  
Andrew Burr  
Mark Becroft  
Tony Evans  
Steve Morriss  
Dagmar Bellamy  
Tim Smedley  
Keith Bekker

*Transformer*  
  
*Maggie May*  
*Grenada and Predator*  
*Belle*  
  
*Manawa*

## General Committee

Tim Smedley  
Richard Limbrick  
Andrew 'G' Hall  
Andrew McDonald  
Gordon Dyer  
Keith Bekker  
Tony McAlwee  
Max Ellison  
Parizad Dantra  
Tim Jeffery  
Jacky Bush  
Simon Malpas

*Cool Change*  
*Nocturne*  
*Lightning*  
*Apparition*  
*Manawa*  
*Wild Oats*  
*Brass Tacks*  
*Hydraulink*  
*Spearhead*  
*Hydraulink*  
*Atamai*

## Office Hours Tues - Fri

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

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