

# PLAIN SAILING

NOVEMBER 2019



RICHMOND  
YACHT CLUB



# FROM THE FLAG

BY MARK BECROFT  
RYC COMMODORE



**So how is the maintenance going? Is the boat ready for the summer season? Race sails in good nick, hull clean and extraneous materials removed from the race boat? How about you cruisers? Fishing rods clean, reels lubed, dive tanks full and regs serviced? How is that barbecue looking?**

Summer is here, let's enjoy the water!

I'd like to chat about the VCC Friday Night Special. This is our 22nd year of hosting the FNS and it is looking good already. The numbers at the start of the season are reasonable and we have a wide diversity of members. I would like to offer a big THANK YOU to all the skippers and volunteers (and Kate) who put in a large amount of time to help make this series the success that it is. Without all your efforts, hundreds of people would not have had a chance to go sailing on the Waitemata Harbour and beyond.

Do you know how successful the FNS is in getting long term members for the club? Over the years we have had many FNS crew become valuable members of the club. Here is a snapshot of our current situation. The RYC has five committee members that I am aware of that started with the FNS. One has his own yacht and is now taking others out on Friday nights. The other four are all active sailing members in a variety of racing events.

We have a good number of sailors who come back from season

to season as crew to enjoy the casual and social racing that is the VCCRYCFNS. One of our crew from last year has bought an Elan and has entered the series to take others out to start the FNS sequence. This year we have a couple who have a yacht but are lacking experience. We have a volunteer skipper who will take them out on their own boat with other FNS crew and give them a few pointers and some valuable cockpit time. Who's to know, they may feel confident enough to come back next year and take a bunch of beginners out with them. I know of another crew who has a Farr 1220. Maybe we can get her skilled up enough to join in some of our cruising events.

The Wednesday Night series started with a hiss and a roar. Well we didn't start because the wind and waves were hissing and roaring instead. I'm glad the race officers called the first two races off. We could have gone out racing, but it was going to be seriously uncomfortable. At least no crew or gear was broken and we can all look forward to some lovely summer racing.

How about "Nigel No Mates"? A term commonly used by our solo sailors. They had a varied weekend for the start of their racing season with a good breeze for the trip up to Gulf Harbour, but Sunday was a bit slow for the ride home. Have you seen the photos on Facebook?

I look forward to seeing you all on the water, or back at the club. ►

# THIS ISSUE

BY CHRIS CRONE  
EDITOR

Welcome to the Spring issue - and an especially warm welcome to our new members who have joined us through the Victoria Friday Night Special.

There's all sorts of sailing going on in this issue. We hear from "G", exploring the Pacific; and from Richard exploring Swedish cuisine during the Flap Martinengo. Mike tells us

about crossing the Tasman during a recent delivery trip; Cory and Antony report on the recent Spring Regatta, and Richard reports on the opening weekend of the Vining Single-Handed Series.

To all members: Are you cruising over summer? Take a few photos, make a few notes, then turn it into an article for your fellow members to enjoy! Email [magazine@richmondyc.org.nz](mailto:magazine@richmondyc.org.nz) ■

## DEDICATED READER

**This issue, we hear from Andrew "G" Hall, somewhere in the Pacific...**

It's been about 10 months now since Lynn Shrewsbury and I moved onboard Intrinsic, our Dennis Ganley design Timerider 38 - and even though she's not a quick boat we've done some sea miles in her since. We'd previously owned a basic boat, the systems of which mainly included a small outboard engine and a failing battery that serviced lights and music. Intrinsic was a step up and we had a lot to learn. Prop walk where? Accumulator who? A shunt does what? She was a different beast, holds 750L of fuel in the keel that transfers to a day tank, multiply water tanks with pressurised water, a water maker and a



hot water cylinder. A permanent fitted hydronic ram for self steer plus a Fleming wind vane, a cutter rig with a furling staysail, 3 reefs in the main and removable running back stays. Mate she's got inner sprung mattresses and

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# WELCOME



## New Members

**Tony Baker**

38 Special, Bakewell White 38  
General

**Simon Carroll**

Vela Via, Elan E4  
General (prev. Crew)

**Peter Channings**

China Doll, Reactor  
General

**Sharon Cope**

Revolution Blues, Ross 830  
General Family

**Tony Smith**

Fast Company, Ross 930  
Veteran

**Coen Ursem**

Freedom, GBE  
General

**Annah McMillan**

Associate

**Mark Werner & Denise Bosbach**

Associate Family

## New Crew Members

Irene Anastasi

Joanne Antonetti

Dale Boddie

Kimberly Bunch

Stephane Carayol

Richard Choi

Sarah Defaux

Paulette Donaldson

Jessica Fadel

Mariano Gagliano

Lucy Harrison

Christina Huesgen

Andre Kiste

Polina Kuptsova

Christopher Lear

Ben Levy

Jean Machado

Chloe Maringues

Penny Mitchell

Ryan Schell-Chao

Oleg Smirnov

Graeme Smith

Guru Sundarum

Nicolas Terrien

Lucy Whitehead

Miriam Williams

# UPCOMING CALENDAR & EVENTS

## November 2019

- 1<sup>st</sup> Friday Night Special Race 2
- 2<sup>nd</sup> Gold Cup Race 3
- 3<sup>rd</sup> RYC Single-Handed Race & Single-Handed Series Race 3
- 6<sup>th</sup> Pot Luck Lunch
- 8<sup>th</sup> Friday Night Special Race 3
- 9<sup>th</sup> Westhaven Triple Race 1
- 10<sup>th</sup> Single-Handed Series Race 4
- 13<sup>th</sup> Wednesday Night Race 4
- 15<sup>th</sup> Cruising Series Race 1
- 22<sup>nd</sup> Friday Night Special Race 4
- 27<sup>th</sup> Wednesday Night Race 5
- 30<sup>th</sup> Cruising Series Race 2

## December 2019

- 4<sup>th</sup> Pot Luck Lunch
- 6<sup>th</sup> Friday Night Special Race 5
- 7<sup>th</sup> Gold Cup Race 4
- 8<sup>th</sup> His-n-Hers Race 1
- 11<sup>th</sup> Wednesday Night Race 6
- 18<sup>th</sup> crew.org Race

## January 2020

- 22<sup>nd</sup> Wednesday Night Race 7
- 24<sup>th</sup> Cruising Series Race 3 - Mahurangi & Single-Handed Series Race 5
- 27<sup>th</sup> Auckland Anniversary Regatta
- 31<sup>st</sup> Friday Night Special Race 6

## February 2020

- 5<sup>th</sup> Wednesday Night Race 8 & Pot Luck Lunch
- 14<sup>th</sup> Westhaven Triple Race 2 - Kawau Night Race
- 15<sup>th</sup> Cruising Series Race 4 - Kawau & Single-Handed Series Race 6
- 16<sup>th</sup> Single-Handed Series Race 7
- 19<sup>th</sup> Wednesday Night Race 9
- 21<sup>st</sup> Friday Night Special Race 7 & Gold Cup Race 5
- 29<sup>th</sup> His-n-Hers Race 2 (PCC)

## March 2020

- 6<sup>th</sup> Route 66 - save the date!





(continued from page 3)

we just weren't using her enough. She wasn't built for the Hauraki Gulf.

So we decided to take a year off and see where we got to. We rented our home, sold the car, stashed our stuff, and planned to sail up to the Pacific Islands for the winter and do a NZ music festival tour over the summer as our shake down. Lots to do prior, upgrades to make and finally we said goodbye to Westhaven just after Christmas. Did our favourites: Bay of Islands, Whangaroa, Great Barrier (including Arid Island), then south of Ponui Island for our first festival date mid-February: Splore. Then the real adventure began.

Womad was in New Plymouth in 3 weeks, so up over the top we went, lurked round Abel Tasman and Nelson for a couple of weeks - even found Marchfest down there - a music and beer festival - double bonus. During Womad, a massive high was over the country so no issues leaving the boat on the crazy West Coast, then afterwards popped into Marlborough Sounds for a bit, then across to Wellington. From here it was just keep following the coast round, so up to Napier, and a lumpy night past East Cape to the Mercury Islands. It was a funny feeling heading across the Gulf to Auckland, like summer was over... but what a summer it had been and now the list for category one needed to be ticked off.

After 6 weeks work, the boat and us passed with flying colours. Paperwork in order, we filled the tanks and cupboards, picked up a last minute crew member and left on a back of a low up towards Minerva Reef. Due to

the continuous streams of cold fronts crossing the country in June and a massive one just after we left, we were treated to our 4 night stay at North Minerva to ourselves, tick - our first reef crossing.

Living on board has been an easy process and it doesn't take long to get into cruising life up in the islands. Collecting food from markets or villages you visit, lures out for mahi-mahi or wahoo when on passage, hanging out and foursies with fellow yachties. We're using Iridium Go for weather and listen into Gulf Harbour radio on the SSB. Each island group we've visited has its own charms - loved the isolation and classic coconut tree covered atolls of Ha'apai group in Tonga yet the diversity and ease of Vava'u has its attraction. Fiji we've realised is just too big for one season and it's outstanding. Loving the relaxed friendly attitude on the eastern side and throughout the Lau group. The snorkeling and diving on its coral reefs just blow you away - the variety of fish and diversity of coral on some patches is unbelievable.

However, whenever talking to the locals the conversation will turn at some stage to the devastation of hurricane Winston in Feb 2016, the largest tropical cyclone in the Southern Hemisphere on record and the eye passed right over them. At present we're watching the weather further afield as the strong SWers continue to cross NZ and we think about our return. We'll be back well before our year is up but wondering if a year is too short, the boat list has got longer but so has the list of places and destinations we want to visit. ●

# WINTER WRAP-UP

Well done to the winners of the 2019 Winter Series!

Div A: Activator

Div B: Knighthawk

Div C: Hot Gossip

Div K: Extract Digit

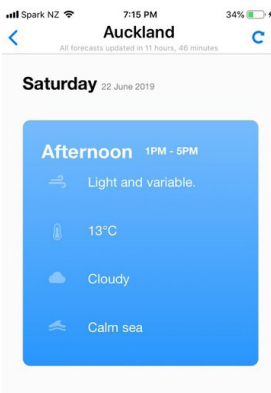
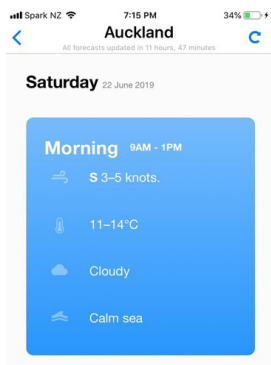
The series saw lots of great racing, with a mix of sunny and tumultuous weather along the way. Thanks to our sponsors CRC, New World Birkenhead and Sailutions.



# FLAP MARTINENGO RACE 2019

BY RICHARD LEWIS

**Our tactician had never sailed around the Noises and so suggested that we enter this historic and prestigious race. Equally deprived, we unanimously agreed, which found us at Westhaven for an early start on a chilly but sunny morning – but with no sign of even the ‘3-5 knots variable’ promised by Maritime Weather.....**



On board was an enthusiastic international crew including reps from Sweden, Epsom, UK, Slovenia and Forest Hill as we optimistically, backstay-scratching and whistling, made our way to the start line. At 9am sharp, with light spinnaker sheets and kite nearly filling, we headed down harbour behind all the other boats in A fleet.

By 10:17am we were approaching Devonport wharf when Revolution Blues ghosted by on port some 60m ahead gybing just before going ‘On the Beach’.

Ross 830 trumps (Neil) Young 88. In a different division they had started 5 minutes later. More than a little demoralizing it was the skipper’s decision to broach elevenses early in the hope that morale could be restored... and so it proved with a mug of the best Swedish coffee ever alongside buttery croissants amandine and flaky-sweet pain au chocolat, plentiful in a paper sack. Revitalized and with determined resolve we adjusted the kite trim, slackened main halyard tension, added extra weight to leeward and ‘accelerated’ after RB.

Only minutes later as we drifted past Torpedo race buoy, our chase was dealt a cruel blow as a shiny white flotilla of the marine equivalent of Remuera tractors churned by with cheery (or perhaps sardonic) waves leaving us coughing in carbon-rich exhaust fumes and with our light-airs kite destructively inverting and filling like a large pale lung as we see-sawed in the amplified intersecting wave forms we were brought to an abrupt standstill..... but for the tide under us...

Rounding North Head the wafts moved around to the NW coming off Forrest Hill, so pole forward we came on the wind a bit and started to make gains on Revolution Blues whilst at the same



time meeting some of the larger boats from A fleet retired and returning with drooping kites ... which made us think a bit....

Nearing Rangī light we came alongside fishing boats - we asked if they were drift fishing, but no, they were anchored.

With the speedometer showing 0 we were now judging boat speed through a limpid and mirror-like sea by the number of minutes it took to pass by baubles of floating kelp or rainbow splashes of spilt fuels.

Rounding Rangī Light we gleefully managed to establish a kind of an overlap on RB so, now only 5 minutes behind them, honour salvaged, sort of, we swiftly downed the kite, tacked around and, under eased sheets, broke out lunch: a Swedish rendition of tossed cos lettuce salad with roasted pinenuts, cherry tomatoes, fat juicy capers, sauté chicken and free-range streaky bacon sprinkled with buttery crunchy garlic croutons added to order; Slovenian pizza (with pineapple of course) alongside a generous tray of fine cut crudités with a glistening pink beetroot hummus dip and an aged and smelly goats milk camembert. Coffee again, useful though inferior to the Swedish brew, topped off with a squidge of gooey Epsom rhubarb custard brioche and a greasy smile.

We motor-sailed back to North Head in surprisingly light spirits until we encountered the RYC Patrol boat powering northward at which point we remembered that we had not notified our withdrawal. A hasty call met with a laconic response - 'Yes, PJ, we figured that, since we just passed you a minute ago....' Ouch.

As we came abreast of Devonport, a patch of northerly breeze ruffled the harbour all the way up to Stanley Point



so finished-with-engine and each crew member got to drive for a bit in the perfect little breeze.

Relaxed banter, fueled by the consumption of the remnant buttery flaky patisserie from the paper sack, included such elevated discourse as: what happens when all flights around the globe are grounded - informed conclusion that there wouldn't be space enough at all the world's airports; then discussion on what happens to the toxic dredgings required at the Viaduct to accommodate the massive J boats ...a deep underwater hole out by Great Barrier was mooted....

Back at Westhaven we flaked, coiled, wrapped, covered and also swabbed off the rhubarb custarb blobs from the foredeck before relaxing in the winter-sun- dappled cockpit for the debrief whilst crunching on Proper Hand-Cooked Sea Salt crisps and enjoying a pleasant well-earned glass of Selaks Pinot Gris 'The Breeze' .....

Noises or bust 2020. ▶

# DELIVERY TRIP TO AUSTRALIA

BY MIKE MCGLONE



**I have been considering taking my yacht on a Pacific Cruise, so thought I had better get some more blue water experience first. My only other venture was crewing on an Elliot 1050 in the Pacific Cup (San Francisco to Hawaii) in 2006.**

I joined Echo Echo, a Beneteau 473, in Tauranga. She was heading to Perth with an Australian delivery skipper with tons of experience and an Argentinian with very little (but he was a good cook). She had been bought in the States 7.5 years ago, sailed by Perth based owners for 5 years, but then left on the hard in Tauranga for 2.5 years, as the owners couldn't find the time to do the 5000-mile trip around the top of Australia.

I had assumed that the boat was NZ-owned and so needed a Cat 1 certificate before she left. Not so. She is Australian-registered so no checks required.

We left Tauranga 5th May and overnighted at the Mercs, then on to Marsden Cove.

Blew the gennaker out when we came out of the lee of Little Barrier.

In Whangarei had the gennaker repaired and the aluminium LPG bottles certified as they were out of date for filling.

The original plan was to clear customs

here but the wind did not suit a departure to Aus. so we sailed on to Opua, to wait for a fair weather window.

On that trip had difficulty unfurling the main from the mast. It was so baggy that as it was furled, saggy flaps formed extra folds which would not come out. Up the mast with a fish slice to push back the folds to allow the main to be unfurled. Had to have it recut in Opua.

Although I was told all safety gear was valid, I checked the dates of flares and GPS and found they had expired. Pulled out the liferaft, couldn't see a brand or date of manufacture, but was assured that it had been bought in Caribbean so was reasonably current. Bit risky as I had applied a patch to the for'd chamber of the RIB in Tauranga, but it was not holding pressure and the Opua repairer could not fix it before we left.

Left Opua 15th May. An easy passage with the wind hardly exceeding 15 knots. The fleet heading for the Pacific Islands had 45 knots and holed up at Minerva for a week.

Due to light airs, mainly on starboard quarter, we took 12 days rather than the expected 10 days, but ran out of neither beer nor diesel.

Bit of a drama halfway across. It appeared we had a transmission problem as we couldn't get the engine into gear.

I went below to see if linkages had come loose, to find, to my horror, that the coupling flange had come out of the gearbox tail, dumping the oil, and the propeller shaft was prevented from falling out by the couplings pushing against the water seal but the shaft was spinning per the motion of the

propeller.

Had to tie shaft forward to relieve pressure on the seal, then found that the nut securing the coupling flange had come undone. The nut was round with four rebates in the circumference for some special tool to be used to tighten it. We had to use a screwdriver tapped by a hammer. We refitted the flange and filled the gearbox with spare engine oil. It was a perfect repair. It lasted the trip to Bundaberg, but when docking at the quarantine station, engaged reverse and it fell off again!

Arrived Bundaberg 26th May. We were here two weeks as we had to process the importation of the boat, so I took a week off and caught a train down to the Gold Coast to visit my son.

The nice man at the marina workshop dealt to the gearbox flange and it gave no further trouble.

Cruising up the Australian East Coast is nothing like we are used to here, with good anchorages within 30 to 40 miles.

It was so windy that the ferry that took tourists to Lady Elliot Island turned back.

That ruled Lady Elliot out as a stopover as it can only be used in fair weather, so our first decent anchorage was the Keppel Islands 120 miles away.

Our next stops were Hexham Island then Scawfell Island then Shaw Island before reaching Hamilton Island.

Stayed one night in Hamilton Island Marina. Nice bars and eateries and a magnificent Yacht Club building. Although it was open, there was nobody in sight.

Next day we went to Whitehaven Beach, reputed to be the 7th best beach in the world - it is in a reserve area so no buildings and 2.5 miles of pearly white sand. 3 float planes, 4 ferries, a dozen yachts, and about 200 people.

Then on to Airlie Beach, a tourist town before heading to Townsville.

From here we stopped at Orpheus Island, then on to Hinchinbrook





channel – strong currents and about 15 miles with mangroves on either bank and reputed to be crocodile country, though we didn't see any. Anchored the night half way through.

On to Dunk Island, Fitzroy Island, then the last anchorage of my journey, Michaelmas Cay. At high tide it is about 400 metres diameter and 3 metres above sea level, but at low tide about 6 miles long and half a mile wide. People are only allowed access to a strip about 100m wide to a few metres past the high tide line – the rest is a bird sanctuary.

Managed to go snorkeling here – the only swim on the trip as most the rest was too risky (crocs and sharks). Very clear water and plenty of fish life.

As with many of the “anchorages” you tie up to mooring buoys – you can't lose your anchor on the coral and you don't damage the coral.

The next day, 21st June, we sailed to Port Douglas. The best sail of the trip with a brisk beam reach.

The refrigeration had failed so had to be repaired in Port Douglas.

I had to leave the boat here as the next stop where I could get transport home was Darwin 1000 miles further on and I did not have time for that. We had done 2200 miles. The boat had another 2900 to Perth, with a crew of 2.

I received a text from the skipper on 5th August saying they had just made Perth, and that they had hand-steered most of it as the auto-pilot failed one day out of Darwin.

The Beneteau 473 is a reasonably light boat, quite beamy aft. This gave rise to a very jiggly motion in the seas coming from our starboard quarter.

The skipper said he had previously delivered a Beneteau 52 which was 16ft wide at the transom. He could not sleep in the quarter berths as they rose and fell too violently in a quatering sea.

There are many who say that the NZ requirement for Cat 1 is over the top. From this experience, I would prefer to be on a Cat 1 boat.

The other major factors were that firstly the owners were not into doing preventive maintenance, but just repaired what broke; and secondly, we took the boat straight from two years laid up, with no shakedown cruise to ensure all systems were in good order.

We were the shakedown cruise – by the time the owner received his boat in Perth all systems had been well tested – but he needed to repair the autopilot and replace the sails! ■

# QUIZ NIGHT: ON YOUR MARQUES... JOKERS PERMITTED!

BY THE RYC QUIZ MISTRESS



In late July, ten teams came together, including two from the Ponsonby Cruising Club, to compete in our RYC Annual Quiz night. It was an evening of brain teasers, plenty of humour along with some good quality competitive banter.

The event got underway with the early opening of the RYC bar allowing for a warm-up and team talk. With strategic plans in place, team names confirmed and joker rounds selected for double points, many of the teams enjoyed a meal together of paella followed by delicious brownies. Before getting started, Quiz Mistress (and Club Secretary) Dagmar Bellamy outlined the rules, the bell was rung and the quiz got underway, on time, with Round 1 – ‘On your marques’.

The first round was definitely a good ‘warm up’; teams were shown a series of car badges that had key distinguishing elements missing and had to identify what make the vehicle was. Three teams all got 100%.



Along with the instigation of the Joker round for double points, teams who struggled with coming up with correct answers were able to vie for points by creating ‘alternative’ humorous answers. These were rewarded with a sticker. Some of the alternative answers included:

*Q: What do mommies measure?*

*A: People movers in Remuera... (the correct answer was the quality of a silk)*

*Q: What are chiffon, marble and bundt?*

*A: Household cleaner... (the correct answer was in fact types of cake)*

Entertainment was definitely the theme of the night, particularly during the Sport & Games round when we learnt that it was Chelsea supporters who throw celery onto the pitch, and we were treated to the actual chant by a true blue Chelsea supporter. Now that deserved a few stickers!

With the ‘Alternative Answers’ team the final winners, ‘Wheeltappers’ scrapped in at second followed very closely by the ‘Trannies’ in third place. Prizes were awarded and more drinks were ordered.

A BIG thank you to the Quiz Mistress’s ‘able assistant’, Sue Histen, who collected and checked answer sheets, managed the score board and highlighted some ‘stickerable’ answers. Some feedback was received re: the final scores, so our apologies for any miscalculations – we’ll replace the abacus with a calculator next year!

*And a very big thank you to Dagmar Bellamy for the excellent job she did of creating all the questions and round themes for this event. Everyone had a great time despite the lack of lighthouse questions! ▶*



# A NEW SEASON, A NEW YACHT

BY CORY MACLENNAN

**The Spring Regatta saw the opening of the 2019/20 sailing season. For me it was also the first race with the RYC with my new yacht Sailutions.**

My winter was spent finding a new yacht which took me over to Melbourne where I found the Thompson 980 at that time called "Sportscar". The yacht was packed up and shipped over to Auckland, then went through a little bit of a refit which included a brand new Seldén deck hardware package.

Going from a 6.5m yacht which I mostly sailed solo meant finding (friends) crew to sail with. The crew was made up with a lot of other yacht owners - talk about having lots of chefs

in one kitchen!

Turns out having a wealth of knowledge paid off, seeing us get a third on line and first on handicap. It wasn't a straightforward race for us - missing the first mark at North Head with the kite up wasn't a good start to Sailutions first crewed race.

By the time we got the kite down (having only just got it up), turned around and rounded the mark, we were about 20 minutes behind and we had a good battle trying to round Rangī Light before a Pied Piper. Luckily we had a long downwind leg to Shag Rock. We put up the big bag and let Sailutions stretch her legs, and that she did! By the time got to Shag Rock we had rounded behind Activator, a 45 footer!

What goes down must go up? Time to see how we went up wind against 40-footers. With eight people on the rail and a tuck in the main we were able to keep the yacht mostly under control and most importantly going fast. With some very good tactics from the brains trust we were able to mostly hold our position. From Browns Island to the finish a couple of the bigger yachts



managed to sneak past us before the finish - we weren't complaining though.

Overall it was a fantastic day's racing! Thanks to everyone onboard for all your hard work and a great race. Bring on the summer's racing! ▶

## REACTORS AT SPRING REGATTA

BY ANTONY TOLEDO

**This 2019 year is a special one for Reactors, as this year marks the half century since our designer, Paul Whiting, launched the first yacht "Reactor" on the slip in Westhaven Marina in the summer of 1969.**

For some 30+ years now, the Reactor Yachting Association (Inc) has encouraged owners to race their boats,

creating what is now one of a few class divisions still active on the Waitemata, as well as developing safer sailing skills and abilities.

In each racing calendar year, the RYA has 26 cruising and racing cups/ trophies up for award, creating a race within a race when we coincide with a hosting yacht club.

The Richmond Yacht Club's Spring Regatta is a great way to start a summer series. Division H - up to 26 feet, course Rangitoto & Motutapu Is (S), Motuihe Is (S), Iliomama buoy (P), with a start/finish off Orakei buoy. Five Reactors out for today's race, 10-15kn SW forecast swinging NW late evening. Broad reach with number 1 genoa from the 0935 start with breeze at 15-17kn made for gentle sailing which more or less did stay in for the duration of the day. Quiet hoist (near Rangitoto Light) and spinnaker run, passing Rangitoto & Motutapu. Sail change to number 2 genoa before dropping kite at Billy Goat point and



now bow into a shifting wind lasting for the remainder of the race kept the skipper & crew attentive. This focus was also helped by the boat in front, China Doll. A great days sail was had with a new crew who also enjoyed the pod of Orca close to our stern, average boat speed for the day, 6.2kn. Placings in order, China Doll, Reliant, Conflict, Interlude II, Sanna. ●

## VINING'S SINGLE-HANDED SERIES: OPENING WEEKEND

BY RICHARD LIMBRICK

**Ponsonby Cruising Club, a partner club in the Vining's Single-Handed Series hosted by the Richmond Yacht Club, was the host club for the opening weekend of the series.**

Fourteen starters were on the line on Saturday eager to get the series underway. Boats ranged in size from the Krakatoa, an Open 40, through

to Zilch, a Warwick Stratus. This year there are no entries in the non-extras division indicating a willingness by all competitors to have a go with more than just working sails.

Saturday's course took the fleet from a Westhaven start, passing A Buoy to port before heading up to Piripiri Buoy, at the northern end of the Long Bay Marine Reserve, then to the outer yellow buoy (Navy Buoy) in the Tiri Passage before heading to the finish off Gulf Harbour Marina. It proved to be a challenging course allowing those keen enough to get out big sails! Winds were kind remaining under the 20-knot range for most of the day.

This year the competitors were hosted by the Commodore of the Gulf Harbour Yacht Club with the exchanging of our club burgees adding to the occasion.

Sunday looked a little overcast at start time, with very light winds. A decision had been made on Saturday evening to offer a changed course for Sunday, which turned out to be a good choice given the very light conditions. This gave the option of shortening the course at either McKenzie Buoy or at North Head Buoy. Grant made the call and the times were taken at McKenzie







giving competitors two completed races.

It was great to welcome back our regular campaigners, most with some new gear to try, and to welcome new competitors including Pandora, a Stewart 34. Chico Too, a Chico 30, CU, a Ross 8m, Krakatoa, an Open 40, R'N B, a Young 8.4.

The weekend belonged to Logan on the CU who won Race 1 on handicap and Race 2 on Line and handicap. A strong start to the series.

Many thanks to Grant, from the PCC, and his Watchman crew for their support during the entire weekend, to Gulf Harbour Yacht Club for their hospitality, and to the staff at Gulf Harbour Marina for their assistance in getting competitors berthed safely.

Competitors are now looking forward to Races 3 & 4 on the 3rd & 10th November. Race 3 being the Richmond Yacht Club's own single-handed race

and Race 4 the opening race for the Bucklands Beach Yacht Club's single-handed series. Remember it is still not too late to join the series. ►





# ~ Cruising Series ~

Don't cruise alone this summer! Our weekend cruising series is the perfect mix of friendly and competitive racing with social gatherings in beautiful bays throughout the gulf.

Non-RYC boats are welcome. We are a friendly bunch and love our cruising as much as our racing. Simply meeting us at the destination is also welcomed.

Bring your friends, the more the merrier.

## **Race 1 ~ Waiheke**

Friday 15th November

## **Race 2 ~ Sir Peter Blake Memorial**

Saturday 30th November

## **Race 3 ~ Mahurangi**

Friday 24th January

## **Race 4 ~ Gulf Cruise**

Saturday 15th February

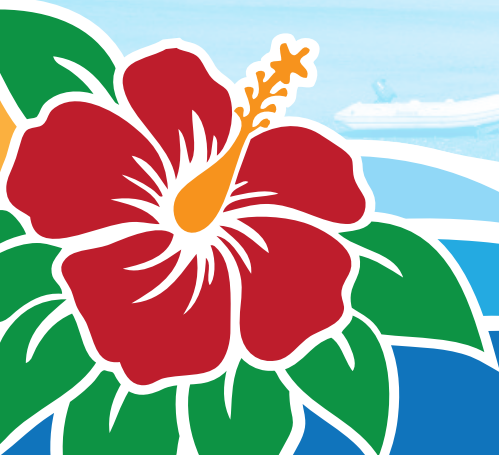
## **Race 5 ~ Waiheke**

Friday 27th March



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## Office Hours

ADMINISTRATOR **Kate Herstell** - Mintaka

Winter: Tues - Fri. 10am - 3pm.

Summer: Tues - Fri. 10am - 4pm.

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## Magazine

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