

PLAIN SAILING

DECEMBER 2025



RICHMOND
YACHT CLUB



FROM THE FLAG

BY JACKY BUSH
RYC COMMODORE

Christmas is nearly here, and with it the close of 2025 – how quickly the year has flown!

Summer racing is off to a strong start, despite the weather keeping us on our toes. The 3x3 Summer Blast certainly lived up to its name, with two days of shifting conditions that tested everyone's skills – more about that later in this edition.

We are also well underway with the 2025/2026 Victoria Friday Night Special. It's fantastic to welcome so many new crew alongside familiar faces eager to gain experience across different boats. Remarkably, this marks the 28th year of the FNS – a truly unique tradition in our community. Huge thanks to the skippers, volunteers, and Kerry for making this series such a highlight.

Exciting news: Sail GP is returning to Auckland! The Committee is already working on ways to ensure the club makes the most of this opportunity for all members, building on what we learned last time.

October brought a sad farewell to our long-term upstairs tenant, LOMOcean, who had been part of the club for 25

years. They will be greatly missed, but their departure opens up a rare chance for others to enjoy this incredible space. Imagine an office overlooking the Waitematā Harbour, with dolphins, orca, and even the occasional whale passing by! If you or someone you know might be interested, please contact the office at info@richmondyc.org.nz.

As always, I extend my thanks to my fellow Committee members – you'll find their photos in this edition of Plain Sailing – and to our volunteers, whose dedication keeps the club and our sailing programme thriving.

Wishing you all a wonderful summer and a fantastic 2026, both on the water and back at the club.



THIS ISSUE

BY DERYN WILLIAMS
EDITOR

Welcome to the December 2025 issue of Plain Sailing.

This issue is a little late due to life and sailing getting in the way! Lots has been happening at the club - Spring Regatta, 3x3 Summer Blast, cruising and racing, Wed evening and single-handed series, as well as all the keen newbies in the Friday Night Special.

Enjoy the read and your summer break, and check out our sponsors for Christmas gift ideas, while you're waiting for the next sail.



Thanks to all the contributors and photographers who help me fill this magazine,

Please submit articles and photos to magazine@richmondyc.org.nz ►

UPCOMING CALENDAR & EVENTS

December 2025

- 3rd Pot Luck Lunch
- 6th Victoria Friday Night Special Race 5
- 17th Wednesday Night Series Race 6
- 19th Victoria Friday Night Special Race 6

January 2026

- 16th Victoria Friday Night Special Race 6
- 21st Wednesday Night Series Race 7
- 23rd Passage Race (Mahurangi)
- 26th Auckland Anniversary Day Regatta

February 2026

- 4th Pot Luck Lunch
- 4th Wednesday Night Series Race 8
- 14th - 15th Sail GP
- 18th Wednesday Night Series Race 8
- 23rd Passage Race (Kawau)
- 23rd Single-handed series Race 6
- 26th Auckland Anniversary Day Regatta
- 27th Victoria Friday Night Special Race 8



MEET THE 2025 RYC COMMITTEE

Welcome to the new 2025 RYC Committee

We're lucky to have a fantastic committee of 16 volunteers who generously give their time to help keep the club running smoothly.

Not pictured Gregory Thwaite and Hans Swete (President).



John Marshall (Secretary), Jacky Bush (Commodore), Steve Morriss (Treasurer)



Russell Hawken, (Sponsorship), Tony Evans, Mike Matthews (Vice Commodore)



David Cashmore (Building Mgr), Andy Bevan, Allan Geddes (Rear Commodore)

Some take on formal 'officer' roles, while others lead the charge on events like Friday Night Special, 3x3 Summer Blast, Shorthanded Series, and Route 66, working closely with our amazing race offices (Andrew Burr, Margaret Harvey and Trish Beken).

If you spot any of us around the club, feel free to say hello—we'd love to hear from you. The committee is here for all our members, so if you've got ideas, feedback, or thoughts about what you'd love to see this season (or next), let us know. We're always listening and keen to make RYC the best it can be. ■



Jeremy Cope, Cameron Le Sueur, Damon Paling



Karen Aw Yong, Richard Limbrick, Keeley Sander

WELCOME



New Members

Missiaen Lode

General

Juniper (J/88)

Jack and Laura Broadhurst

Associate Family

Anna Quirke

Associate Family

New Crew Members

David Bailey

Robert Beirne

Adam Brown

Kristy Brown

Stephen Burgess

Michael Campbell

Louise Chandler

Caitlin Coppin

Benjamin Dodds

Hugo Du Plessis

Jordan Dunn

Alex Eddington

Daniel Etzinger

Mariano Fernandez

Ophelia Fishsimmons

Jessie Gair-Ah Siu

Scott Gamble

Justine Gurr

Adrian Hall

Andrew Jantke

Terence Jones

Mark Dean La Belle



Gloria Lee

Jamie Lester

Adelene Lynch

Hugh Maffey

Ken Mashlan

Ella Meisel

Erica Moretto

JD Pullen

Joel Rendle

Gen Rippingale

Heather Robinson

Ahilan Saravanapavan

Matthew Shepherd

Rachel Skelton

Andy Smith

Ben Sterritt

Connor Talbot

Madeline Thompson

Michael Turnball

Simon Van den Berg

Stephanie van Hecking Colenbrander

Matt Vandervecht

Darren Vujcich

Christine Watling

Cameron Willis

Perry Woolley

Steve Wratt

3X3 SUMMER BLAST

14TH AND 15TH NOVEMBER 2025

Record Entries, Small Crews and Big Action.

Our popular Summer Blast 3x3 Series reached new heights in November with a record 21 entries — a testament to the growing appeal of this fast-paced and accessible racing format. With just three crew per boat, no extras allowed, and pursuit-style starts, the format continues to deliver maximum fun with minimum fuss.

From seasoned racers to new faces, the event's design lowers the barrier for participation — making it easier for skippers to assemble a crew and get out on the water. It's a series that celebrates smart sailing, tidy boat handling, and a bit of tactical nerve, all wrapped up in a weekend of sociable competition.

Race One – Friday Night Flyer

The action kicked off on Friday evening, with a fresh south westerly breeze providing perfect conditions for the fleet to unwind after the work week and get straight into race mode. The course was a short lap of the inner harbour taking in Torpedo, Orakei, and Resolution buoys — suited to the conditions and the fading daylight.

All yachts put in tidy performances, with many enjoying the clear lanes at the start and the equalising nature of pursuit style racing. Ultimately, Flashwave, Perchance, and Time Out claimed the podium positions, showcasing smooth crew

coordination and sharp tactical calls relative to the outgoing tide in what ended up being a dying breeze.

Race Two – Wet, Wild, and Windy

Saturday morning brought a different mood entirely. Grey skies and a building breeze greeted the sailors, and a heavy Westerly squall mid-race delivered 25 knots, buffeting the fleet during the upwind beat to the finish off the Westhaven wall. Some yachts quickly reefed whilst others pushed on as best they could. It was a true test of resilience and sail handling. Despite the challenging conditions, many yachts powered through. Patere, Scarlet Fever, and Flojo emerged victorious, having read the weather best and managed their boats through the blustery conditions. However, Scarlet Fever and Crocodile retired following Race Two — proving that the tough conditions also took their toll.



Race Three – Sun, Poles, and a Perfect Beat

After a one-hour rest for crews, the final race on Saturday afternoon served up classic harbour sailing. The earlier squall passed, skies cleared, and a soft westerly saw the fleet run down the harbour to Rough Rock Buoy, jibs poled out and drawing nicely. The return leg brought a freshening breeze that couldn't have been timed better. Leading boats sailed off into the distance, profiting from the building wind while others did their best to hold on. The podium was taken by Panama Jack, Time Out, and Penury, with the two Y88 designs clearly enjoying the conditions.

Back at the Club – Prize and Praise

While the morning wind and rain left some crews soaked and the afternoon sun left others sunburned, spirits remained high with a well-earned gathering at the clubhouse — pizza, prizes, and plenty of stories.

The final tally saw Flashwave take overall honours, followed by Perchance in second, and Time Out rounding out the podium in third. A special mention goes to Andrew, skippering Flashwave, whose wily command of the harbour and mastery of short-handed racing once again proved why he's a solid performer in these formats. Keely,

skippering Perchance, clearly benefited from a fresh coat of antifouling, which delivered an extra turn of speed around the race course. And perhaps most heartening, Jeremy, coming out of a two-year funk in form, finally had Time Out firing on all cylinders — an encouraging sight for those who know the boat's potential.

A big thank you goes to Chief Race Officer Andrew Burr and Burnsco, event sponsors, whose efforts made the 3x3 Summer Blast a resounding success. With such a strong turnout and memorable sailing across all conditions, buzz is already building for the 2026 edition of 3x3. ■

BURNSCO 



COASTAL CLASSIC 2025



Starmaker takes out the Coastal Classic 2025.

In the 2007 Coastal, a youngish American Matt K crewed on a Ross930, managing to take handicap honours in the 2-handed division in his first race. I was on a fully crewed boat and we took line honours for the Farr1020 division. Matt was pretty fresh to sailing but had got his start through the same 1020 so we ended up doing a few regattas together. Almost 20 years later and he's fully hooked, clocking up some big miles and events in the US and now having a half share in a 1020 here.

A month out from this year's Coastal I got the call to see if I was keen to do it 2-handed with him. I've not sailed 2-up with Matt before and hadn't stepped on the boat; pros - we had both just been through the SSANZ winter series so were sort of in-mode, I'd spent 10 years crewing on a 1020 so knew the boats; potential cons - the guy talks a lot and there would be no-one else to share the load!



Two weeks out we did an on-dock safety and gear briefing, including the essentials like who was supplying the bacon & egg pie. Two hours out I jumped on the boat and we got a sail up. We got a tidy start down at the wharf end, a little bit off the line but in fairly clear air and able to sail where we wanted. Our race target L'Avanti - another 2-handed 1020 - did better though and was a few lengths advanced. They had picked up the 2-handed and Div 4 double last year, so beating them was our primary aim. All the weather models were showing lightening southerly quarter breeze, with a bias to the SE, but the likelihood of large holes up the course. Go right was the general plan. The kite was up before North Head and with some good angles and gybes we'd picked up L'Avanti well before Tiri. The big boats from the later starts were starting to sail through too. As we headed north from Tiri Passage, the breeze clocked right forward and softened. What had looked like a good place to be with the slight left turns at Kawau got pretty ugly as we got caught in a vacuum close above the island, while the boats further out rotated forward around us. The boss was a bit filthy at this, with the SE bias forecast, he'd sworn we wouldn't let anyone get leverage to the right of us. Mistake #1.

We wallowed by Kawau for a couple of hours, losing ground on the boats around us. Finally a light SE came in and we got the kite back up. We were heading towards Little Barrier and trailing. The weather models were showing not much everywhere, but in

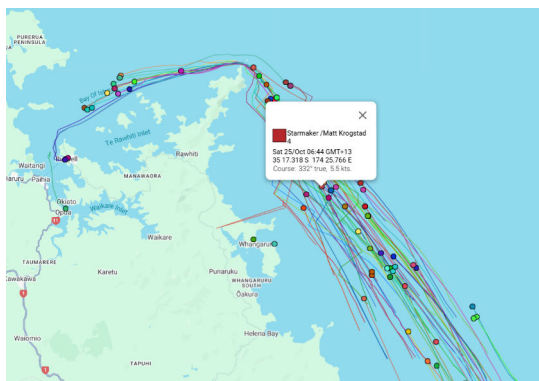


theory there was a bit more inside the Hen. So we threw out the 'go right' strategy, went with the 'we're behind, let's do something different' strategy and gybed left. By this stage we were also focused on getting ahead on rest, so were trying to get someone napping whenever we could. Here the electronics really started to pay dividends too. The boat has a good setup and it meant there was nowhere to hide with regards boat speed, but also made it really easy to pick wind direction and strength changes. Every time we lifted we threw in a gybe, and that seemed to get us up the course better than many. As we approached Sail Rock in the dark, the inside boats we had been tracking started looking pretty slow. Those on the outside did too, but we didn't want to get caught in the shadow of the Hen so we changed our mind again, dropped the pole to the forestay and went hard right, just clearing the easterly ends of the Hen and then the Chicks too. Awesome sailing, some good speeds and great for morale, especially with the left & right both looking slow. As we eased away around the Chicks, things were looking a little more promising. A bit further north and we gybed back onto port as the now forecast SW [go right they said!] came in. Matt was pretty convinced that he'd got us back past L'Avanti.

From there we laid through to Cape Brett, sailing well all the way. Good angles, 12-15kt breeze and good boat speed. There were a lot more nav lights outside & astern of us than there probably should have been.

At dawn we were 10-12 miles south of Cape Brett with a lot of boats in sight. We were being passed by 40 & 50 footers and faster Div 2 boats. We could pick the blue kite of L'Avanti not far astern and a couple of Young88s in touch as well. Breakfast had us feeling in pretty good shape, especially when

we crossed close with a cruising boat and got a good dose of their coffee aroma. We managed a good approach to the Brett, staying as low and wide as we could. Seeing how far some of the gennaker boats had to go left and right really emphasised what a big chunk of land the peninsular is and why the shadow can be so bad. We managed to slip through the gap OK, but very conscious we had very little screw-up buffer on L'Avanti.



Into the bay the breeze was soft but slowly built to perfect 1020 conditions – upwind with the #1. We picked up a few boats on the way in and closed out with some good boat on boat action with Juniper just before midday.

My takeaways from this year:

- Bacon & egg pie is still the best [thanks Audrey!].
- Lots of talk helps. [And maybe only 2 opinions is better than a full crew].
- Sleep helps. I got to Brett feeling the best I ever have, despite it being slow and only 2-up.

For some reason we don't push sleep as much fully crewed and all end up feeling rubbish together [and probably sailing dumber than we should].

- Take your luck when you can get it. Conditions while not ideal for a 1020 were pretty good overall. We were



able to helm & kite trim single-handed which allowed constant work on weather & nav, and enabled sleep while still sailing fast. It was also pretty warm and dry so our early decision to go 'nothing hot' worked out OK. Despite feeling like we got a lot of things right, we were still less than 10min ahead of L'Avanti on the water and only 4min ahead of 2nd on corrected time.

Rhys Cole & Matt Krogstad

Starmaker (Farr1020)

1st Hcp 2-Handed

1st Hcp Div 4

1st Hcp monohull overall.

IN OTHER NEWS...



Kevin Lidgard (RYC member) is a winner of the Yamaha Motor New Zealand Service Awards in the 2025 Barfoot & Thompson

Yachting Excellence Awards held recently at RNZYS. Congratulations! ■

Letter to the Editor:

Re the recent article about Spinnakers

If your spinnaker gets tied up in a wineglass shape, often the solution had been to shred the spinnaker with a knife to clear it. Over a long number of years we have encountered spinnakers wine glassing around either a forestay or furled headsail. We have found that by gybing the main it has been possible to untwist the sail and then pull it down. With the main gybed, one can steer the boat so that the ballooned sail unwinds in much the same way as it initially twisted. We once ran out of searoom and motored a couple of miles to weather with a partially furled and tangled gennaker

pressed back against the rig. When we had room to turn downwind we were able to get the sail in the lee of the main and to unwind and wrestle it to the deck. I have come across someone whose solution when getting a wine glass while racing was to anchor and send someone up the rig in a bosun's chair to untangle the mess.

We have had two wineglass incidents in the last four years. Both were cleared after gybing. I think that after gybing, the wind comes from behind the main, whereas when the wineglass occurs the wind is generally coming from forward of the mast.

Sometimes wine glasses cannot be anticipated or avoided, but they don't necessarily spell the end of the sail.

Ian Swinton. ■



FLYING THE RYC BURGEE

BY JACKY BUSH

From the Waitematā Harbour to the River Thames, UK

This winter, the Richmond Yacht Club burgee took a holiday - fluttering proudly from a riverboat gliding through the gentle bends of the River Thames, thousands of miles from the familiar waters of the Waitematā harbour.

The 'voyage' began in Benson, Oxfordshire, where the boat was prepped and the burgee hoisted. The weather was glorious - sunlight dappling the water, a soft breeze rustling the willows - and the pace of life immediately shifted. No race marks, no committee boat, no countdown timers. Just the quiet rhythm of the river and the occasional ripple from a passing swan.



We cruised past Henley-on-Thames and its rowers, through leafy locks and charming riverside villages, all the way to Cookham in Berkshire. Each lock offered a moment to pause, chat with fellow boaties, and soak in the slow, scenic flow of the Thames. Pub stops were plentiful, each with a stunning riverside view.

Cookham, with its meadows and

Georgian cottages, marked our turnaround point. The return journey was just as serene, with sunlight light



dancing on the water and the burgee still flying high.

Navigating the Thames is a lesson in patience and charm. The burgee definitely witnessed a different kind of sailing - one of locks and leisure, of pub gardens

and the beauty of the English countryside.

So to all members; If you've got a trip coming up, why not take the RYC burgee along? We love seeing the burgee out and about. Pick one up from the office and let it fly somewhere unexpected. ■



SINGLE-HANDED SERIES SUMMARY

BY DAMON PALING
ORO ROSA

Sailing Solo, Sailing Strong

As the final sails were doused and logbooks closed on the 2024/25 Richmond Yacht Club Single-Handed Series, it's time to pause, reflect, and celebrate another outstanding season of solo sailing. This year's series was a true test of seamanship, stamina, and strategy, with ten races offering an unforgettable mix of conditions, challenges, and camaraderie.

At the top of the leader board stood Pete on Entertainer – a well-deserved champion whose consistency, a timely turn of speed, and calmness under pressure proved unbeatable! Close behind was Damon on Oro Rosa and Tony on Monotone, rounding out the podium in a series that demanded mental toughness as much as technical skill.

A series for sailors, by sailors

This year's series was nothing short of epic. The race calendar included harbour circuits, island courses, and night races, with wind conditions ranging from soft zephyrs to hearty blows. It was a masterclass in adaptability. Whether racing around fixed buoys or navigating longer island passages, each race forced skippers to dig deep – and often consult their sail trim, nav plan, and inner monologue simultaneously.

A heartfelt thank you to Richard Limbrick who again stepped up as the chief organiser. His attention to detail, fairness, and enthusiasm kept everything on course. We also thank

our race officers whose tireless efforts made the series safe and seamless. We're equally grateful for the generous support of Coolstore Construction, our sponsors – your backing brings meaning, momentum, and reward to every nautical mile we cover solo.

Club collaboration and course variety

This year also saw increased collaboration with other yacht clubs, expanding the spirit and reach of the series. Joint efforts with Pine Harbour and Devonport Yacht Clubs provided exciting new race formats and strengthened the community of single-handers across Auckland.

Every course this season brought something fresh and unforgettable. The opening Gulf Harbour weekend set the tone with white caps, gusty conditions, and early-season reefs – a baptism by spray that shook off any winter rust. Later in the series, the return leg from the Kawau night race offered a stark contrast: calm seas, barely a whisper of wind at times, and slow, deliberate miles, where patience became the most important sail in the locker.

Between these extremes lay a full spectrum of challenges – crowded start lines, long tactical upwind grinds, lively spinnaker runs, and those hushed, solitary night passages that test more than just the chart plotter – they reach into the core of why we sail alone. It's this unpredictability and range that keep the series fresh, the sailors sharp, and the



dockside storytelling rich and heartfelt long after the boats are berthed.

Why go it alone?

There's something deeply philosophical about single-handed sailing. It demands presence, self-reliance, and humility. As the pages of Andrew Evans' excellent book *Single-Handed Sailing: Thoughts, Tips, Techniques and Tactics* remind us, solo sailing is as much about mastering oneself as mastering the vessel. Evans, who sails a 30-footer aptly named *Foolish Muse*, captures the joy and fears of sailing alone – a sentiment echoed by many in this year's fleet.

Single-handed sailing teaches the sailor to embrace silence, to trust instinct, and to dance with the boat rather than command it. In the absence of crew banter, you learn to converse with yourself, with every sail change requiring thoughtful preparation and a determined effort. If you're new to the concept or curious about what drives people to race alone, talk to other skippers and watch YouTube. This is a world where preparation meets personal growth – and the rewards, while not always visible, are profound.

Looking ahead to the 2025/26 season

Next season promises to build on this momentum. The 2025/26 Richmond Single-Handed Series will once again feature ten races, split evenly across pre- and post-New Year. Look out for new courses, some creative twists on classic routes, and even a warm-up casual harbour race with no extras, perfect for those easing into the season or new to the single-handed format.

A pre-season briefing night will be held, bringing together newcomers and veterans alike. It's a chance for 'old hands' to share tips – from reefing systems to fatigue management – and



for everyone to connect over a shared passion for sailing solo. But make no mistake, this is more than a competition. The Richmond single-handed series is rooted in a collegial and social spirit, where knowledge is shared, and newcomers are welcomed with encouragement.

An open invitation

To all club members – whether cruising skippers, Wednesday night racers, or weekend warriors – we extend an open invitation to give single-handed sailing a go. Start with a short course. Try a light-wind day. You'll quickly discover why so many of us return race after race, year after year. You don't need a purpose-built rig or autopilot wizardry to get started. What you do need is curiosity and courage – the rest comes with time, experience, and the occasional broach.

In closing, congratulations again to our podium finishers – Pete, Damon, and Tony – and to every sailor who took to the water this season. We look forward to seeing both new faces and familiar sails next season, as the Richmond Yacht Club Single-Handed Series continues its proud tradition of challenging and celebrating those who choose to go it alone.

Fair winds and following seas – and see you on the start line! ■

PROPERTY ENDOWMENT FUND

UPDATE: NOVEMBER 2025

Members Approve the RYC Property Endowment Fund

At the Special General Meeting held on 17 November 2025, Richmond Yacht Club members voted in favour of establishing the RYC Property Endowment Fund, a major milestone in securing the Club's long-term future. This vote follows a year of thoughtful consultation, legal review, and member engagement, and reflects a shared commitment to preserving RYC's legacy and infrastructure for generations to come.

The Endowment Fund has been created to provide a sustainable financial base for major capital investment projects—most notably, the future refurbishment or relocation of the Clubroom facilities. With the current lease due to expire in 2036 (and expected to renew through to 2076), now is the time to prepare for long-term infrastructure resilience, especially as Westhaven Marina faces future adaptation challenges such as rising sea levels.

The Fund will be independently managed by three elected Guardians,

who will oversee all investments, donations, and disbursements in accordance with strict governance protocols. The Fund may only be accessed with RYC Committee approval and a confirmed member vote at an AGM for specific capital projects—ensuring strong checks and balances remain in place.

Key benefits of the Fund include:

A proactive solution to future infrastructure costs without burdening members with ad-hoc fundraising;

A platform to encourage legacy giving through wills or donations;

The opportunity for investment growth through compound returns over the next 20–30 years.

With member approval now secured, RYC will move to elect three Guardians at the 2026 AGM, each serving staggered terms. A dedicated bank account and investment framework will be established, supported by professional financial advisors. Legacy giving tools will be introduced to encourage long-term contributions, with a fundraising target of \$100,000 per annum.

On behalf of the Committee, we thank all members for their thoughtful participation and long-term view for the success of the Club. Future editions of Plain Sailing will include updates on the Fund's performance and upcoming opportunities to contribute. ■



Officers

PRESIDENT **Hans Swete** - *Transformer*

COMMODORE **Jacky Bush**

VICE COMMODORE **Mike Matthews** - *About Time*

REAR COMMODORE **Allan Geddes** - *Q2*

TREASURER **Steve Morriss** - *Belle*

SECRETARY **John Marshall** - *Dream Machine*

BUILDING MANAGER **David Cashmore** - *Georgia Rae*

SPONSORSHIP **Russell Hawken** sponsorship@richmondyc.org.nz

General Committee

Andy Bevan - *Atamai*

Cameron Le Sueur

Damon Paling - *Oro Rosa*

Gregory Thwaite

Jeremy Cope - *Time Out*

Karen Aw Yong

Keeley Sander - *Perchance*

Richard Limbrick - *Cool Change*

Russell Hawken

Tony Evans - *Predator*

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