

PLAIN SAILING

AUGUST 2021



RICHMOND
YACHT CLUB



FROM THE FLAG

BY RICHARD LIMBRICK
RYC COMMODORE



Our AGM has been held and it is a huge privilege to be the club's Commodore for the 2021-2022 year. Chris Crone is our new Vice Commodore and Jacky Bush our new Rear Commodore. We are excited, yet a little apprehensive at being in such key roles for the club.

First and foremost I would like to acknowledge Mark Becroft's commitment and energy in fulfilling the role of Commodore over the last two years. Under his stewardship our club has continued to develop and flourish. Mark will continue on the new committee and as Club Manager.

A huge thank you to all current committee members and a warm welcome to Andy Bevan who has joined the committee. Andy is the new owner of the good ship Atamai.

At our AGM, members were able to recognise the huge contribution that Keith Bekker has made to our club over many years through granting him a life membership of the Richmond Yacht Club. Keith continues to be an active member of the club, racing Manawa and managing our club maintenance.

Last Thursday the committee hosted our annual volunteers' dinner which was very well attended, testament to the integral part that volunteers play in our club at all levels. A huge vote of thanks to Tracey and her team for the preparation and serving of such a delicious meal.

We have a strong fleet sailing in the winter series this year and it has been fantastic to see so many of the crews

coming back for the prize giving and camaraderie that we all enjoy after a race. With a DeWalt battery tool prize pack up for grabs, one lucky skipper will have a well-equipped workshop at the end of the season!

On that note, currently underway at the club is the establishment of a workshop area at the back of the dinghy locker space. Over time we will continue to acquire a range of tools available for members' use - much more convenient when you have those little repair jobs to attend to on your boat. So far we have acquired a number of items including a work bench with a vice and a drill press - no more drilling stainless steel with a battery drill! If you have some unwanted tools, in good operational condition, that you are prepared to donate to the club, please contact Keith.

Congratulations to all of you who were recognised at our prizegiving following the AGM. It is a timely reminder of the huge range of sailing events that the club organises during the year and of the work that goes on behind the scenes. Our sailing committee certainly runs a busy programme.

By now you will have received your membership account for the 2021-22 season. We look forward to you all continuing to be members of RYC and you will receive a copy of our Annual Handbook shortly. Many thanks to Rodney and Kate Janes for again editing this for us.

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

THIS ISSUE

BY CHRIS CRONE
EDITOR

Welcome to the August 2021 issue of Plain Sailing.

This issue features a round-up of the recent AGM and Prizegiving - congratulations to all winners!

Panama Jack gives us a handy visual tip on staying north of the new(-ish!) obstruction line near the central city, then Margaret describes a day in the life of an RO (race officer).

Quiz Mistress Dagmar tells us about the recent quiz night (well done

Quintet!) before Greg reviews Tim Severin's classic book about his epic "Brendan Voyage".

Summer's approaching (sort of), so if you've got any of your own voyages coming up, write a few hundred words, take a few photos - and send them to us at magazine@richmondyc.org.nz

Before I sign off: a big congratulations to my crewmate Jean-François and his partner Nicole on their new arrival!

Enjoy the mag! ■

CHANGE OF SPONSOR

BY STEVE & JASMINE PURTON

After 18 years of ownership at New World Birkenhead we have sold our supermarket to purchase New World Victoria Park.

It's with great pleasure that we transition our sponsorship of Richmond Yacht Club from New World Birkenhead to New World Victoria Park.

Some 10-plus years ago we partnered with New World Victoria Park to sponsor Richmond Yacht Club together. Eventually New World Birkenhead took on the full sponsorship of RYC.

So now it seems like a full circle taking the sponsorship back to New World Victoria Park.

What does it mean for you? Well, you won't have to travel so far to redeem



NEW WORLD
Victoria Park

those well-earned race prizes. Prize vouchers will be redeemable at New World Victoria Park. So whether it's that last minute beer, coke for the rum, tonic for the gin, snacks for the crew for the Wednesday night race, or dinner on the way home, we have you covered.

If you are using Richmond Yacht Club for a meeting or function during the day, we can also deliver in a catering offer to keep everyone happy.

We look forward to continuing our long relationship with Richmond Yacht Club.

See you on the water soon. ■

WELCOME



New Members

Andy and Kerry Bevan
General Family
Atamai

Suzanne Bourke
Veteran
French Connection



UPCOMING CALENDAR & EVENTS

August 2021

- 1st Winter Series Race 7
- 4th Pot Luck Lunch
- 15th Winter Series Race 8
- 27^h Winter Talk: Northwest Passage
- 29th Winter Series Race 9

September 2021

- 1st Pot Luck Lunch
- 24th Winter Talk
- 25th Spring Regatta / Gold Cup Race 1

October 2021

- 2nd/3rd Singlehanded Series Race 1 & 2 (PCC)
- 6th Pot Luck Lunch
- 6th Wednesday Night Race 1
- 8th Friday Night Special Intro
- 15th Friday Night Special Race 1
- 20th Wednesday Night Race 2
- 29th Friday Night Special Race 2
- 31st RYC Singlehanded Race & Singlehanded Series Race 3

November 2021

- 3rd Pot Luck Lunch
- 3rd Wednesday Night Race 3
- 6th Cruising Rally 1
- 7th Singlehanded Series Race 4
- 12th Friday Night Special Race 3
- 13th Westhaven Triple Race 1
- 17th Wednesday Night Race 4
- 26th Friday Night Special Race 4
- 27th Cruising Event: Sir Peter Blake Memorial
- 27th Singlehanded Series Race 5



AGM ROUNDUP

The 117th Annual General Meeting of the Richmond Yacht Club was held at the clubrooms on Friday 25th June.

Our club members heard reports from our Commodore, Secretary and Treasurer, discussed issues facing the club and elected committee members and new flag officers:

Commodore: Richard Limbrick
Vice Commodore: Chris Crone
Rear Commodore: Jacky Bush

Presentations were made to Rodney and Kate Janes, Chris Crone, Margaret Harvey, Trish Beken and Andrew Burr to acknowledge their volunteer efforts. Life membership was awarded to Keith Bekker.

An abridged version of the Secretary's Report follows:

Racing

RYC 2020-2021 season managed

to escape the worst impacts of the COVID-19 pandemic. We lost one winter race in the 2020 series and some of the Friday races were rescheduled. The Prada Cup and America's Cup impacted the Wednesday night racing with one less race scheduled, and the Route 66 held a week earlier than usual, with the Mahurangi Night race having an amended start line to avoid the Prada Cup race area.

Winter 2020 averaged a fleet of 32 boats over 8 races, just up from 31 the previous winter. The formula with three open divisions, one no extras and a multi division is working well.

Spring Regatta 2020 had 47 boats racing (23 Gold Cup boats). The Spring Regatta is a long day for race management, special thanks to the personnel involved.

Wednesday night racing had a very good season, slightly shorter than usual due to the Prada Cup. Average fleet 55 boats, slightly up on last season.



THE TREASURER PRESENTS HIS REPORT TO MEMBERS

The Singlehanded series was once again well supported by those who like the challenge of solo sailing. 19 series entrants this year with a steady 11-13 boats per race produced competitive racing in 11 events.

This year we introduced a new challenge to the solo sailors, the Gulf Triangle: three legs over three days. The first leg was the Route 66 to Marsden Cove, then to Great Barrier, then back to Auckland. 10 skippers completed the event. Special thanks to Kevin Murphy and crew who assisted with race management and support.

The Route 66 was once again a huge success with 59 boats starting from Auckland and 10 from Gulf Harbour. Special thanks once again to Marsden Cove Marina and Onerahi Yacht Club.

Singlehanded racing and His 'n' Hers racing this season became the Shorthanded Races. 20 boats raced in the Harbour Singlehanded, 5 in the RYC Shorthanded (light conditions), 4 in the PCC Shorthanded (all RYC boats), and the Haystack Singlehanded race was cancelled due to high winds.

The Friday sailing continues to be very well supported by people keen to get out on the water. Much appreciation goes to the RYC skippers who provide both their boats and their expertise. Many thanks to Kate for her organisational skills that keep this series ticking over efficiently.

Cruising events took on a different flavour this season with 4 events. The first and last events were to close destinations with the Peter Blake Memorial and the Mahurangi Night race making up the middle events. Both the PBM and Mahurangi race fleets were boosted by singlehanded divisions.

As always, we would like to see bigger fleets in all club racing, however traffic congestion and many other calls on

people's lives make this a challenge that all amateur sports clubs face. There are many people who contribute to the success of the RYC race program – very special thanks to all those involved.

Sponsorship

We are particularly grateful this year for the incredible ongoing generosity and support of our sponsors given the impact COVID-19 has had on many businesses. RYC received sufficient ongoing support to enable us to run our events and races, and have meaningful and fun prizegiving events.

Our main sponsorship came from long-time club supporters CRC, New World Birkenhead, and Victoria Cruising Club (for the Victoria Friday Night Special). We were also delighted to receive continued support from Lidgard Sails, who were the main sponsor for the Route 66, Sailutions, Mariner Marine Insurance, Burnsco, Coolstore Construction, Musto and Marine Deals, Floating Dock Services, Harken Fosters, Coastguard Boating Education, Safety at Sea, PredictWind, Ropeye and Mount Gay. This year we also welcomed a new sponsor, Excel Refrigeration and Air Conditioning, who were the main sponsor of our new singlehanded adventure, the Gulf Triangle.

Social events, Venue hire & Bar

It has been a taxing year socially for us all, but let's count our blessings that we are in New Zealand. Much of the winter social programme was cancelled due to COVID-19 as we all stayed safe in our bubbles. We managed to squeeze in our Volunteers' Dinner in July, always an important date on our calendar to thank our many volunteers that make this club the success that it is. Our prizegiving was able to go ahead at the end of July. Many thanks



THE NEW ROOF, VIEWED FROM THE BRIDGE

to the RNI crews for coming along and entertaining us with their anecdotes.

Several private functions were postponed until later in the year, which made for quite a busy function season, with weddings, Christmas and birthday parties. We continue to have a variety of groups book the club for day hire.

We had up to 30 members along to the club to watch each race of the America's Cup series, with hot dogs and beer between races.

Promotions

Firstly, a huge thanks to Parizad Dantra for her work as Promotions Co-ordinator for the first half of the season, particularly for her efforts in bringing Richmond's website to life. The website, Facebook, our weekly newsletters and quarterly magazines are the backbone of club communications.

Club Captain's Report

While this year has been a lot less disruptive than last, COVID-19 has had a considerable impact on the work around the club, reducing the number of working bees at the beginning of the year. The usual blown light bulbs,

leaky taps, greasing roller doors, maintenance to fire exit lights and doors, small holes in walls, and more, have been kept up with, and a toilet damaged by a venue hire patron had to be replaced.

The replacement of the blue Fibrelite cladding around the upper section of the club when the roof was replaced with sandy-coloured Coloursteel last year, led to the committee wanting the rest of the fading blue to be repainted with the same colour. This, along with painting white over the black Butynol section of the roof to reduce the heat in the main lounge in summer and increase its longevity and the building of more dinghy lockers in an unused area downstairs were the major undertakings of the list of 29 jobs last month's working bee attempted. While not all have been crossed off the list, more than 80% have, making the weekends work the most productive and successful I've been involved with, so a very special thanks to all those involved for an incredible effort.

The other major task in the last 18 months has been assessing the feasibility of disabled accessibility for the club. This has involved determining where it could be installed, getting

quotes from lift and stairlift companies, researching council requirements, and taking with architects.

Correspondence

The Club continues to receive regular communications from Yachting New Zealand and AYBA across a broad spectrum of yachting activities.

Numerous communications have occurred between Panuku Developments and the club to

negotiate over proposed rent increases, which has now been finalised.

Westhaven Marina continues to advise us of substantial changes which have and continue to be made to the Wynyard area, ferry locations, Westhaven development, and relocation of the marine market. These developments have at times affected club members access to marina berths. ■

PRIZEGIVING

Following the AGM, the much-awaited Prizegiving took place. Incoming Commodore Richard Limbrick awarded the winners their various trophies which had been meticulously polished earlier in the week.

Congratulations to all winners - details will be published in the upcoming 2021-22 Handbook.

Of particular note:

Club Champion: Noel Cole Trophy

The trophy was first presented in 1947 by the club's longtime patron and benefactor, Sir Noel Cole. For 2020-21, the Noel Cole trophy was awarded to the skipper who obtained the best handicap points score for nine races listed in the club race calendar, according to conditions listed in the Handbook.

Congratulations to Gordon Dyer of Apparition.



Centennial Cup

The Cup is awarded to the club member who takes part in the most races over a year, running from the Winter Series through to the last summer race.

It was this year once again awarded to Ken Kok of Roadrunner.



Alan Wright Trophy

The Trophy is awarded to club members who have shown exceptional determination.

This year it was awarded to Cory McLennan of Sailutions.



Maurice Livingstone Cup

The Cup is awarded to club members who “go the extra mile” with their sailing. It was presented to the club by the Livingstone family in memory of Maurice, who was lost overboard in a Spring Regatta in the 1980s.

This year, the committee awarded the Cup to Charles Bradfield of Vingilot for his 2020 voyage to the Auckland Islands.



Blake Memorial Shield

The Shield is awarded to an outstanding committee member. This year it was awarded to Mark Becroft of Maggie May for his dedication to the Club as Commodore and Club Manager.



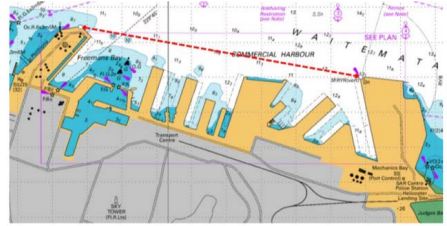
STAYING ON COURSE



This year's Winter Series has been a blast so far (sometimes a wintry one), but unfortunately a few competitors have been drifting south over the "obstruction" line near the CBD wharves.

Back in 2019, the RYC sailing committee posted amendments to Clause 10 of the General Sailing Instructions (GSIs): "Areas that are obstructions", creating a new obstruction:

"South of a straight line drawn



between the most northern point of Wynyard Point and the north western point of Fergusson Terminal".

This was done to align our GSIs with those of PCC and RNZYS - and to avoid direct action from the Harbour Master.

As mentioned in the Notice to Skippers, this line has been added to Navionics, but a diligent crew member on Panama Jack has found a top tip for identifying this line while out on the water - thanks David and Richard for letting us know!

"On Sunday I stood at the northern tip on Wynyard Point and sighted along to the tip of Fergusson Terminal, and took a photo of the cranes.

So when the cranes are aligned like this photo...



... then you are "On The Line".

I think the useful points are the arms and rear legs: if you can see daylight between one rear leg and the next rear leg then you are not at the line."

A DAY(S) IN THE LIFE OF THE RO (RACE OFFICER)

BY MARGARET HARVEY

Race day starts a few days before the actual event with weather observations, sometimes with a sense of anxiety (too much wind, too little) and always with a sense of resignation as the weather can't be changed.

On the day itself more weather observations and wait until we can see the harbour before we sigh with relief or run the options through the brain. Forecasts are great as is nowcasting but sometimes you just gotta look out the window!

Open the club 60 to 90 minutes before the beginning of the start sequence. Time to check the online entry system for casual entries and to be available for those who may need a new race flag, a copy of the courses or those who want a catchup.

Then we get down to more weather discussion and the all important choice of course for the day (bit of a tip here - we have a cheat sheet that helps us choose, and if you think we have chosen too long a course for the day we may already be considering a shortened course). Liaise with the patrol boat, give them a start sheet so they know who is likely to be on the race course.

Allocate handicaps to any new race entrants and import the race information into Top Yacht, from the online entry system.

Print some start sheets, gather the race flags, and the box that contains the binoculars, spare radio, cell phone and other sundry equipment (key to the tower is essential). A really good time to have a bathroom visit.

40-45 minutes to the first start sequence we head to the tower, there are generally 3-6 people in the tower depending on the fleet size. One time keeper, two for the flags, one for the line call, one maybe two checking for boats arriving in the start area and marking them on the start sheet. Picking the boats coming to the start area is our first major challenge (some sail numbers are hard to read especially now the western entrance is no longer available).

Flags are set up (division flags, recall flags, AP and don't forget to hang the Richmond flag the right way up), clocks in place (with the start sequence sheet), course number out, radio on, horn pumped and ready to go.

The timekeeper gives us 5 minutes warning that we will be going into the start sequence and then it's all on. Wednesdays total start sequence is 30 minutes from go to whoa, Winter is 25 minutes.

This bit is the most intense part of the process and yet the most rewarding if it all goes well.

The actual start of each division is another major challenge, are they close to the line and if someone is OCS who is it, get the X flag up, make the sound signal, split second stuff. (Incoming tide is helpful, falling tide is cause for raised blood pressure). And all the time more boats are coming out to play.

As each division starts the number of boats who actually start is checked against the start sheet. If they tally all good, if not who is missing and more importantly where are they. Sometimes it helps to let them get a bit further away until we count them, there are always boats who are 3-4 minutes late to the line.

At last all divisions are started so we can relax (shoulders can ease away from the ears) for a bit (on Wednesday nights most of us retire to the club for our dinner), time to have a little chat and fix the world's problems, all the time observing how the boats are going down the harbour. If it's a little slow, thoughts turn to whether we need to shorten the race. The patrol boat is invaluable here as they feed back to the tower information about how the boats are going and if the wind is holding in and of course do a great job if we shorten the course at all.

Preparation for the finish means assembling the correct paperwork and allocating roles to the personnel.

A couple of people to check for the approach of the boats, one to write the finish times for each boat and another to record just the boat order finish and to check the boats off again on the start sheet. And most importantly the one who says "now" as the boats cross the line.

The finish period can stretch out to more than an hour, and because we do check that all the boats that started do finish, it's really helpful if you let us know if you are not going to finish a race. There can be some challenges with finishing: the dark on Wednesday nights can be confronting, some sail numbers are hard to read (coloured numbers on dark sails) and close finishes between



boats can raise that blood pressure again, as can finishes where boats are tacking into the finish line. Some last minute calls may have to be made.

Back to the club, and the results are keyed into the race program, then checked by both boat order and finish times. Push the button and the results are produced, another check to make sure there are no obvious glitches. Prizes are allocated and we are all ready for prizegiving.

The day is done, but wait there is a protest lodged - this won't be sorted today. Details all noted, results will be subject to the protest unless the boats involved are not in the first 3 places.

Last but not least the results are uploaded to the website. Laptop backed up and closed down, office tidied, time for a drink and some social time.

In two weeks we can do this all again, what fun!!!!!! Seriously though, if you have the time and inclination we'd be happy to share our world. ►

QUIZ NIGHT

BY DAGMAR BELLAMY

With no quiz in 2020 due to COVID, there was eager anticipation for the resumption of the annual quiz in July. So many people offered help to proof read my questions!!

Following a lovely curry dinner, the quiz started promptly at 7pm.

Since the 2019 quiz our recent Commodore, Mark, had dropped many hints that Lighthouse questions would be appreciated, and indeed they were, but not perhaps in the format expected.

Starting with the Joker card, a lighthouse theme prevailed, with

answer sheets and prize tags depicting lighthouses.

Round one was entitled "Branded". Pictures of logos with key information removed were shown, but this did not daunt some with three teams getting 10 out of 10. The power of advertising saw many remembering products such as Coppertone and Old Spice, as well as recognising the all-important Coastguard logo.

Now with teams warmed up, it was into categories that could earn double points.

Scattered amongst the categories of Kiwiana, Geography, Music, Liar Liar, and Pot Luck were questions related to lighthouses, from authors, builders and those who study them (pharologists).

Once again with the invaluable



THE QUIZ MISTRESS'S QUESTIONS FLY AS THE COMPETITORS VIE FOR THE TROPHY AND PRIZES (INSET)

assistance of Sue, the marking was swift and the pace of questions saw a final tie breaker for 1st place.

This year's winners (at right) were:

- 1st: Quintet
- 2nd: The Predators
- 3rd: Trannies

Consolation prizes also were given to the teams that were 2nd-to-last and last.

Once again, thanks to Chris for collecting the food, Mark & Jacky for manning the bar, Jeremy for preparing the points tracker, Mark, Kate, Chris, & Jeremy for the big tidy-up at the end of the evening; and another thanks to Kate for setting up the prize table & collecting Quiz Mistress.

- The Quiz Mistress

(And from the rest of us, a big thank you to the Quiz Mistress for compiling such an excellent quiz!)

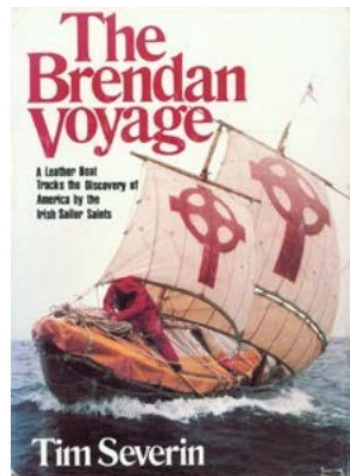


BOOK REVIEW: THE BRENDAN VOYAGE (TIM SEVERIN)

BY GREG THWAITE

Tim Severin was an Englishman who pursued a fascinating life. He planned and sailed boats based on an ancient pattern, in the path of a historic or mythical character.

This book concerns his first voyage. He built a boat in the design of a traditional Irish currach, using



(Three copies in RYC library)

materials current among Irish monks in the 6th century. He then sailed the boat from the south-west of Ireland to Canada. Of course, he lived to tell the tale.

Born in India, but educated away from his parents from the age of 7 in England, at the age of 21 he was a student of geography and history at Oxford University. With a friend he travelled by motorbike in the footsteps of Marco Polo. Thereafter, he always had an adventure on the go.

By his 30's, he was married to a woman who specialised in mediaeval literature. He followed his interest in ancient navigation. With his wife's encouragement, he became absorbed in the story of the Irish monk Brendan. In about the 6th century he was said to have voyaged to Canada.

The voyage is the centre of the book. Tim Severin writes with clarity, humour, brevity, and candour. His style is superb.

According to photographs he was a handsome man. He must have had barrels of charm. Without much by way of funds, he was able to raise money and services from companies, attract fellows keen to share the voyage with him, and obtain benefits from people of all types.

The book follows in sequence the various phases of the adventure. Initially, shaping the idea and focusing on the manuscript that records Brendan's voyage. Next, designing the boat, and obtaining the materials that were used by the monks. Such as

wooden ribbing made of ash tree, 47 ox-hides to form the hull of the boat, ropes, and wool grease as a sealant. Along the way he met up with various craftsmen in England and Ireland, who were about the last representatives of traditional techniques.

Drawing in various people (including a class of students from a saddlery school in London), he constructed the boat in the south west of Ireland. By then he had assembled a crew of distinct individuals. Eventually the boat was launched, to a blessing from the local Bishop.

In the first season, he sailed up west coast of Ireland, then through the New Hebrides off the coast of Scotland. These were in the 1970's the most remote and traditional Celtic areas. At the end of that stretch, he and his crew had adjusted to sailing a boat which had no keel and a supple but strong hull.

Then they entered the Scandinavian world of the Faroe Islands, and Iceland next. By the time they reached Iceland, the weather was deteriorating and so the boat was left there over the winter.

The next season he and his crew (with a change or two) set out to complete the leg via Greenland across to Canada. The real testing of the boat, and of the men aboard, occurred in serious bad weather off Iceland, and then in the midst of ice flows off the coast of Greenland. The lowest point was the puncture in the ox hide hull caused by ice. The crew had to effect repair in freezing waters and atrocious weather. It was a desperate situation.

Eventually they reached a remote part of Newfoundland in Canada, where the local fishing folk greeted them warmly. The Canadian Coastguard had given them up as lost.

Then, of course, he wrote the book. No doubt to recoup his costs, and provide a source of funds for the next adventure. Certainly, it is a book well worth reading. ►





MUSTO

spring regatta

**SATURDAY
25TH SEPTEMBER 2021**

RUNNING IN CONJUNCTION WITH RAYC GOLD CUP SERIES

CONTACT EITHER CLUB FOR MORE DETAILS.

FOR BOATS RACING IN THE SPRING REGATTA
ENTER ONLINE VIA RICHMONDYC.ORG.NZ

FOR BOATS RACING IN THE GOLD CUP
ENTER ONLINE VIA WWW.RAYC.CO.NZ







Officers

PRESIDENT **Hans Swete** – Transformer
COMMODORE **Richard Limbrick** – Cool Change
VICE COMMODORE **Chris Crone**
REAR COMMODORE **Jacky Bush**
TREASURER **Steve Morriss** – Belle
SECRETARY **Liz Henderson**
CLUB MANAGER **Mark Becroft** – Maggie May
BUILDING MANAGER **Keith Bekker** – Manawa
SPONSORSHIP **Jacky Bush**



General Committee

Andy Bevan – Atamai
David Cashmore – Georgia Rae
Jeremy Cope – Time Out
Jo Dooley
Gordon Dyer – Apparition
Tony Evans - Predator
Louise Stodart
Gregory Thwaite

Office Hours

ADMINISTRATOR **Kate Herstell** – Mintaka

Winter: Tues – Fri. 10am – 3pm.

Summer: Tues – Fri. 10am – 4pm

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Magazine

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



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