

PLAIN SAILING

AUGUST 2023



RICHMOND
YACHT CLUB



FROM THE FLAG

BY CHRIS CRONE
RYC COMMODORE



It's been just over a month since the Club's AGM was held and I was given the honour of looking after the RYC Commodore's flag for the next two years.

It's a great privilege and I'm grateful for all the support given by my fellow members of this fantastic yacht club.

Thank you to all Club members who attended the AGM - and to all the Committee members who have put their names forward once again. A warm welcome to Mike Matthews, who joins the Committee as the Club's Rear Commodore

I was delighted to host the annual Volunteers Dinner in mid-July, to celebrate the terrific work contributed to the Club by all our volunteers, on and off the water. It

cannot be emphasised enough how important your work is for RYC.

That same sentiment goes for our wonderful club administrator of ten years Kate, who stepped down recently. Kate has contributed a phenomenal amount to Richmond and in her honour we hoisted a vexillological tribute above the Club before Winter Race 8 (see front page and dust off your nautical flag alphabet!). Thanks to Mike and Tony for their assistance.

A hearty welcome to our new administrator Kerry Bevan who we're thrilled to have aboard - see opposite page for a brief intro.

To all members, 2023-24 will be a great season - I look forward to seeing you out on the water soon! ▶

THIS ISSUE

BY <YOUR NAME HERE>, EDITOR

Welcome to the August 2023 issue of Plain Sailing.

In this issue we congratulate all of our winners at this year's prizeregiving - well done! Tony tells us about the recent club working bee, Liz writes about the battle to save The Landing and Mike reports on the recent AGM of the Westhaven Marina Users' Association. To wrap up, Jeremy writes about his DIY chartplotter and Metbob says farewell to Radiofax.

A favour to ask.. semi-desperately!

I need a club member (or spouse/teenager/uncle) to take over the

reins of Plain Sailing for me until mid-2025.

It doesn't take up a great deal of time: perhaps a solid day every 3 months, having said that, it's immensely gratifying, will scratch your creative itch, and you get to meet a whole lot of club members.

I currently use the Adobe suite to edit it, but I'm happy to convert the files into an alternative file format for any volunteer. An editor before me used MS Publisher, but there are all sorts of freeware options.

Please get in touch:

commodore@richmondyc.org.nz ▶



ONBOARD AT RYC!

BY KERRY BEVAN
OFFICE ADMINISTRATOR



After a career in teaching, joining RYC as the Office Administrator has been a great change.

It has been fascinating learning about all the different aspects of the club and taking on a such a diverse and exciting role.

My husband, Andy, and I have been members of RYC since 2021 and are the owners of Atamai. Andy is also on the RYC Committee, and you may see our 4-year-old daughter, Isabelle, running around the club too!

As a family we love getting out on the water and exploring our big blue backyard. My sailing skills are a bit of a work in progress, but I love the cruising side. Andy though, gets involved in the various racing with Atamai.

I am looking forward to getting to know you and seeing you either at the club or out on the water soon. ▶

Kerry's office hours are: Tue-Fri, 10-2.

HEALTH AND SAFETY REPORTING



BY RYC COMMITTEE

One of the RYC Committee's recent projects has been improving our Health & Safety processes at the club.

We've placed incident reporting forms around the clubhouse (office, bar, kitchen, workshop) for club members to record any H&S incidents, near misses or hazards.

We ask members to fill these in and hand in to the office (or, scan and email to info@richmondyc.org.nz or a flag officer).

These will be reviewed regularly by our flag officers Chris, Jacky and Mike, and H&S officer Keith, so that we can make any improvements around the club as necessary. ▶

INCIDENT		NEAR MISS		HAZARD	
  Richmond Yacht Club Incident, Near Miss and Hazard reporting Form					
What is being reported: Incident <input type="checkbox"/> Near Miss <input type="checkbox"/> Hazard <input type="checkbox"/>					
Incident, Near Miss*					
<small>*A near miss is an unreported event that did not result in an injury, illness or damage, but had the potential to do so</small>					
Date of the incident/Near Miss event					
Persons Affected					
Persons Last Name					
Persons First Name					
Was the person injured? Yes / No					
Nature of injury					
Treatment needed					
Brief Physical Description: What happened? Where it happened					
Immediate Actions Taken					
Hazard					
Brief Description of the hazard including location					
Immediate Actions Taken (if any)					
Reported by (Name and contact details)					
Reported to (Name and contact details)					
Date reported					

WELCOME



New Members

Malcolm & Patrena Woolmore
Veteran Family

New Crew Members

Helen Tanner
Catalina Leiva



UPCOMING CALENDAR & EVENTS

August 2023

- 2nd Pot Luck Lunch
- 6th Winter Series Race 8
- 20th Winter Series Race 9 (Final, Round Motuihe)
- 25th Quiz Night

September 2023

- 6th Pot Luck Lunch
- 23rd Spring Regatta
- 29th Winter Social TBC

October 2023

- 4th Pot Luck Lunch
- 4th Wednesday Night Series Race 1
- 5th Singlehanded Series briefing
- 6th Friday Night Special intro
- 7th/8th Singlehanded Series Race 1 & 2 (PCC)
- 13th Friday Night Special Race 1
- 18th Wednesday Night Series Race 2
- 20th Coastal Classic (MYC)
- 27th Friday Night Special Race 2
- 29th Harbour Singlehanded Race / Singlehanded Series Race 3

November 2023

- 1st Pot Luck Lunch
- 1st Wednesday Night Series Race 3
- 10th Friday Night Special Race 3
- 12th Singlehanded Series Race 4 (BBYC)
- 15th Wednesday Night Series Race 4
- 24th Friday Night Special Race 4
- 29th Wednesday Night Series Race 5



AGM 2023

The 119th Annual General Meeting of the Richmond Yacht Club was held at the clubrooms on Friday 30th June.

Reports from the Commodore, Secretary and Treasurer were presented to the club members in attendance.

Two life memberships were awarded: to Andrew Burr and Mark Becroft, for their incredible contributions to the club. The officers and committee for the 2023-24 season were also voted

upon. The committee welcomes Mike Matthews (skipper of About Time) as Rear Commodore, to join Jacky Bush (Vice Commodore) and Chris Crone (Commodore) as flag officers.

Presentations were made to outgoing Commodore Richard Limbrick as well as Rodney and Kate Janes, Chris Crone, Andrew Burr, Trish Beken and Margaret Harvey, to acknowledge the time and effort they have dedicated to the club in the past year.

Reports and minutes are available from:
<https://richmondyc.org.nz/agm-2023/>

Sincere thanks to Club Secretary Liz Henderson for the time and effort spent on the AGM's organisation. ■

PRIZEGIVING

At the conclusion of the AGM, dinner was served - after which the prizegiving for the 2022-23 season kicked off.

The committee had been busy the previous evening polishing the silverware ready for Commodore Chris Crone and Vice Commodore Jacky Bush to award the trophies.

Congratulations to all winners!

Details will be published in the upcoming 2023-24 Handbook.

Club Champion: Noel Cole Trophy

The trophy was first presented in 1947 by the club's longtime patron and benefactor, Sir Noel Cole. For 2022-23, the Noel Cole trophy was awarded to the skipper obtaining the best handicap points score for nine races listed in the club race calendar, according to conditions listed in the Handbook.

Congratulations to Keith Bekker and the crew of Manawa.



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.

Congratulations to Andrew MacDonald of Flashwave.



Blake Memorial Shield

The Shield is awarded to an outstanding committee member. This year it was awarded to Steve Morriss for his dedication as Treasurer. Along with the Shield, Steve was awarded an RYC flag befitting his station!



Maurice Livingstone Cup

The Cup is awarded to club members who “go the extra mile” for the club. 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 Nigel Garland, for his single-handed attempt at the Round New Zealand race.

Trish Lewis Trophy

The Trish Lewis trophy is awarded to a club member who has made an outstanding contribution to encouraging participation of women in sailing.

The committee awarded the trophy to Parizad Dantra, in recognition of her continued enthusiasm in developing women’s sailing skills and knowledge (often running on-land training sessions in lieu of weather-cancelled races!). See Plain Sailing August 2019 for more info.



Alan Wright Trophy

This was not awarded for the 2022-23 season. 🚩

WORKING BEE

BY TONY EVANS, PREDATOR

On 8th July around fifteen club volunteers turned out for a much needed clubhouse tidy-up. With an older building dating from 1941, our sailing home needs lots of TLC to stay spick and span.

Thanks to all helpers who tackled a wide range of jobs, all around the club, including:

- Cleaning the kitchen and chiller area.
- Refurbishing the dining table.
- Work on the dinghy locker area, including doors and floors.
- Painting in the Lads and Lasses toilets.
- Special mention to Roger for going beyond expectations, to fix that real problem with the plumbing.
- A big shout-out for Keith to bring the working bee together and herding the volunteers on the day.

We all enjoyed a light lunch and beer after. The day was a heap of fun and quality time spent with clubmates to keep on top of our maintenance. ■





MEMBERSHIP MATHS

OR: "WHY YOUR MATES SHOULD JOIN RYC THIS SEASON"

If you're reading this, there's a good chance you're a Richmond member. We want you to tell your mates why it makes sense to sign up for a Richmond membership, even if they're a member of another club.

The key is Richmond's fantastic annual Sail Pass for members, which gives free (or reduced) entry fees to our biggest series and races.

Let's say your mate typically competes in the Spring Regatta, the Wednesday Night Series and the Winter Series. For a non-member without a Sail Pass, the entry fees will

be:

<i>Spring Regatta:</i>	\$40
<i>Wednesday Night Series:</i>	\$285
<i>Winter Series:</i>	\$230
Total:	\$555

However, if they join Richmond and get a Sail Pass, they're looking at:

<i>General Membership:</i>	\$280
<i>Sail Pass:</i>	\$250
<i>Spring Regatta:</i>	FREE
<i>Wednesday Night Series:</i>	FREE
<i>Winter Series:</i>	FREE
Total:	\$530

... but wait, there's more! The Sail Pass also includes free entry into a bunch *more* races such as the Closing Day Haystack race, all Cruising Events, and half-price entry into the Route 66, Gulf Triangle, 3x3 Summer Blast and Singlehanded Series. It's a great deal, so tell your mates to get amongst!

Membership forms are available on our website or in the office, or email info@richmondyc.org.nz ■

THE EFFORTS TO SAVE THE LANDING

BY LIZ ALONZI, TIMBERWOLF



You may be aware of the closure of The Landing Hardstand by Ōrākei Local Board earlier this year.

It is a cause that has taken up a decent chunk of my time over the last nine months, as, on a personal level, The Landing had the only cradle in the Auckland region that fit Timberwolf. However, I also wanted this boatyard to remain open for the wider community. It has been a central city boatyard for years, utilized by locals across the spectrum of boat ownership.

A huge draw for the yard was its cheap prices, particularly its winter discount, which I had a lot of appreciation for when hauling with my

seven-and-a-half metre long keelboat (and then really appreciated when I hauled my seven-and-a-half metre wide tri). Over the past year of local board meetings and court challenges, the fact that The Landing was not operating at a significant profit was a major point of contention raised by the Ōrākei Local Board (OLB). Interestingly, it turned out that after a few years of playing pass-the-parcel around Auckland Council, OLB were actually the team responsible for setting these rates, and they had chosen not to change them since long before I first started using the yard in 2017.

Price was not the only draw for customers, though. Located less than an hour's passage from the Harbour Bridge, many were attracted by its proximity to their berth or mooring. Now, with Pier 21 closed and Orams restricting their customer base, Auckland is seriously lacking in capacity to maintain the boats of the City of Sails. This is backed by a recent study* commissioned by Auckland and the surrounding regional councils.



Undertaken while Pier 21 was still operating, it found that Auckland only had capacity to haul 33% of its boats for annual antifouls (Synopsis, p2). Without local areas to haul out, boats need to move further afield, potentially crossing regional borders with marine pests on their hulls to perform out-of-water maintenance.

So, to say people were surprised that OLB wanted to remove the hardstand is a bit of an understatement. It was a potential cash cow for their area and was supposedly protected by the 10-year Pathways to the Sea plan. Developed in 2013, the plan was a concept from Council with the admirable goal of making Okahu Bay a space that could be shared by all watercraft from paddleboards on up, while supporting the “cleaning, maintenance, and storage” of vessels (Pathways to the Sea, p8). In 2022, the 9th year of this plan, OLB decided that the portion of it regarding the boatyard space needed revising, and they released a public consultation survey offering three options:

- Keep the boatyard as-is,
- Reduce the yard’s footprint to provide the Royal Akarana Yacht Club (RAYC) with more space for carparking and dinghies outside of their brand new, multi-million-dollar building that had indoor dinghy storage, or
- Raze the boatyard area completely and spend \$10 million to build a park.

Interestingly, RAYC created a website with instructions on how to select the third option, and then emailed the link to all of their members. Also interesting was seeing OLB financials clearly stating they did not have the \$10m required to build the park, meaning that if the third option was

chosen, the boatyard would close and the entire space would become available for use as carparking and dinghy storage for the indefinite future.

The results of this survey are interesting as well. A significant number of RAYC members voted as they were told, and a significant number of hardstand customers voted for either of the options that retained the yard. Thus, a vast majority of the submissions came from outside of OLB’s constituent area, indicating that the yard was not a local asset, but a regional one as it was originally classified when it was first developed. Despite this, OLB were not inclined to release its management back to Auckland Council as a regional asset.

From here, there were several highly-attended and heated local board meetings followed by a judicial review spearheaded by the team at the Auckland Yacht and Boating Association. The AYBA are a dedicated group of boaties responsible for preventing the cruise ship mooring dolphin off Princes Wharf, fighting to protect Bayswater Marina, and pushing for the continuous improvement of Auckland’s biosecurity policies. I joined their efforts at the beginning of this year, but we were ultimately unsuccessful at appealing the decision to close the yard.





On the bright side, not all is lost. I managed to acquire Timberwolf's cradle, and a few weekends ago two of my fellow multihull owners and I hired the largest flatbed trailer we could find to bring it up north to its new home. At 3.6m wide, the cradle

is exactly 5cm short of the width that requires a professional road pilot, so I had an arts & crafts night painting up some "oversize" signs, and we rocked up to The Landing on a Sunday morning for a road trip.

It was pretty white-knuckled at times, moving the big steel contraption through weekend stop-and-go traffic and several stretches of narrow roadworks (we weren't allowed to use motorways), but we eventually made it and I now have a location to haul out for Coastal, allowing me to antifoul before heading to the Bay of Islands in October. It will require a bit more logistics and a lot more petrol than a yard that was a 20-minute drive from my house and 40 from my mooring, but it is, at least, a solution for the Wolf.

Furthermore, OLB has agreed to re-run the consultation in the next few months. They have pre-emptively declared that they do not want a boatyard, but their draft of the document states that they "will consider all feedback and suggestions," so there remains hope that a continued effort may effect change, though it does mean my dabbling in local politics may have to go on a while longer. ■

HOW CAN RYC MEMBERS HELP?

- **Learn more about the Auckland Yacht and Boating Association**, including options for contributing to their efforts, at their website: <https://www.ayba.org.nz/>
- **Contact your Local Boards:** this is especially significant for those in Ōrākei, Kaipātiki, and Devonport-Takapuna zones, all of which are facing threats to boat launching

and haulout facilities. Contact information can be found on the Auckland Council website.

- **Keep an eye out** for a notice from RYC that the new consultation process by the Ōrākei Local Board has begun, and provide feedback that The Landing is a regional asset that should be retained. ■

WESTHAVEN MARINA USERS ASSOC. AGM

BY MIKE MATTHEWS
(ABOUT TIME)



We all accept that Westhaven Marina is critical to RYC's successful future and part of the heritage and lifeblood of our club.

Created in 1940, Westhaven has morphed from a simple marina to now be home to 1,800 boats, lots of marine businesses, hospitality establishments and users of all shapes and sizes.

Since 2003, Westhaven has been owned by Auckland Council and is administered by Council's property company - Panuku. With the many changes to the marina and its surrounds over the last 83 years, including different ownership and varying uses, there are many actual and potential complex issues that berth owners/renters now face.

So a few weeks ago Tony (Predator) and I attended the AGM of the Westhaven Marina Users Association ('WMUA') to try to get a better understanding of the matters that the WMUA is facing.

As background, WMUA started in 1979 to negotiate berth licensees' and renters' concerns with Marina Management and the Auckland Harbour Board (AHB). There is now a much broader group of people who need and want to have a say in the operation of Westhaven - which is what the WMUA is all about

We're all aware of one issue - being the diminishing number of hard-stand facilities in the Auckland region. At the AGM, it quickly became evident that this is just one of many very real and complex matters that the WMUA

is looking to address on behalf of its members and all users of Westhaven, which is the cause of writing this article.

Straight after the AGM (I snuck in pretending to be a member and even helped myself to a free drink) based on what was spoken of, I immediately joined the WMUA for the following reasons:

1. To be aware of the changes, issues and plans for Westhaven that will impact not only my use of the marina but also the impact it will have on RYC.
2. I absolutely believe it's critical that the users of Westhaven have a voice and WMUA is a natural point for advocacy - and the more members WMUA has - the stronger its position is with its dealings with Auckland Council, Panuku and other entities.
3. For a \$45 annual sub it is both very good value and it looks like the funds are frugally applied (except maybe for the free beer I helped myself to!).

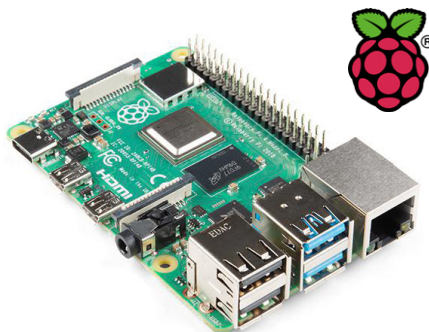
While the RYC Committee will stay in touch with the WMUA to ensure we're current with issues and we'll advocate for RYC and our members, *I would encourage you all to consider joining the WMUA*. Any range of future possible changes to and around Westhaven could have a huge impact on your use and enjoyment of what Westhaven allows us to do. ▶

<https://westhavenmarinausers.org.nz>



D.I.Y. CHARTPLOTTER

BY JEREMY COPE, TIME OUT



About a year ago I started a DIY project to build a chartplotter based on the Raspberry Pi, a palm-sized computer that was originally designed in the UK for computer education purposes in 2012 and has since been used for a myriad of applications including robotics, weather monitoring and boating.

I'd never seen a Raspberry Pi in the flesh before so this was all new to me but there's plenty of information on the interweb so I spent a lot of time researching before taking the plunge and spending any cash. I work in IT so I'm familiar with the technical stuff

but I wanted this to be a simple build without having to do anything too technical like coding. The aim was to build an inexpensive and reliable chartplotter that would allow for future enhancements.

I installed the Raspberry Pi 4 Model which boasts an impressive specification list including 4GB of RAM, dual-monitor support via a pair of micro HDMI ports for up to 4K resolution, 2 USB 2.0 ports and 2 USB 3.0 ports, WiFi, Bluetooth, Ethernet all running off a 5.1v power supply. A



MONITOR IN COMPANIONWAY

micro SD card provides the storage for the software and operating system and I have two 32GB cards, one is a backup. I added the Pican-M CAN-Bus HAT (Hardware Attached on Top) which enables connectivity to the NMEA 2000 network so I can display data from the Garmin wind sensor and Airmar depth and speed transducer on this network and the Pican-M also powers the Pi through the NMEA 2000 connection.

The display is a 10.1" LCD monitor from Sihovision in China. It's optically bonded, IP67 waterproof, touchscreen, sunlight readable (1000 nits). I have the monitor on an extension arm that I can move into the companionway when in use. It's connected to the Pi via HDMI and USB cables and a power cable to the instrument panel. But wait there's more, a GPS USB attached dongle talks to the satellites and the chartplotter.

The software is Linux based open source which means it's developed and supported by the Open Source community and it's completely free. I installed the OpenPlotter operating system as this includes the OpenCPN

chart plotter along with many other marine apps. I use Vector charts that are kept up to date with ENC downloads from LINZ. There are apps available for just about any purpose on your boat including AIS, autopilot, monitoring engines, bilges and tank levels, the weather etc etc.

It's still a work in progress as there are a few issues to sort out like making sure my crew don't power off the Pi without shutting it down properly, SD cards don't like that which is why I have 2 SD cards, the second is a backup. I'm looking into a backup power supply to ensure a graceful shutdown.

All up it's cost about \$1500 the most expensive item was the monitor at \$850, the Raspberry Pi itself is only about \$120 and the Pican M HAT and metal case was about \$187, the rest was the extension arm, SD cards, GPS dongle and various cables.

So if you're interested in a DIY chartplotter and like a bit of DIY I recommend taking a look at the Raspberry Pi and Openplotter. ■



BYE BYE TO RADIOFAX

BY BOB "METBOB" MCDAVITT

Radiofax is an analogue broadcast using high frequency (HF) radio waves to transmit an image. It is used to send weather maps to ships at sea.

Nowadays, Radiofax equipment is scarce, difficult to service, and costly to maintain. Newer technology solutions are taking over.

MetService retired its Radiofax broadcasts on 1 July 2023.

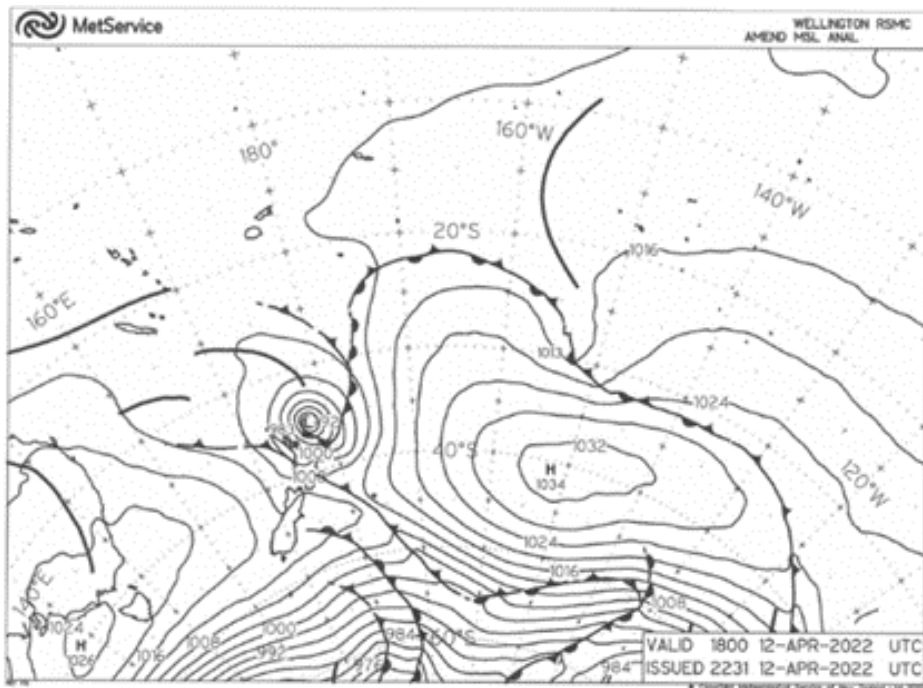
(No changes have been made to broadcast of (voice) warnings

and forecasts). Email can be sent/received over radio via HF/SSB radio by using a PACTOR modem and a laptop with software from www.sailmail.com/

Then to download the latest MetService weather map send an email to query@saildocs.com with the message:

SEND <https://www.y2ksail.com/images/nzmet/actual.gif>

There is a library of other possible graphic downloads at y2ksail.com ■





spring regatta

**SATURDAY
23RD SEPTEMBER 2023**

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

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COMMODORE **Chris Crone**

VICE COMMODORE **Jacky Bush**

REAR COMMODORE **Mike Matthews** - About Time

TREASURER **Steve Morriss** - Belle

SECRETARY **Liz Henderson**

BUILDING MANAGER **Keith Bekker** - Manawa

SPONSORSHIP **Jacky Bush** sponsorship@richmondyc.org.nz



General Committee

Andy Bevan - Atamai

David Cashmore - Georgia Rae

Jeremy Cope - Time Out

Tony Evans - Predator

John Marshall - Dream Machine

Gregory Thwaite

Office Hours

ADMINISTRATOR **Kerry Bevan**

Tues - Fri. 10am - 2pm

Richmond Yacht Club, Inc
Westhaven Seawall
173 Westhaven Drive
PO Box 46 324
Herne Bay, Auckland 1147

RYC Mobile: +64 21 276 4332

Office: +64 9 376 4332

Email: info@richmondyc.org.nz

Web: www.richmondyc.org.nz

Magazine

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