

PLAIN SAILING

M A R C H 2 0 2 4



RICHMOND
YACHT CLUB



FROM THE FLAG

BY CHRIS CRONE
RYC COMMODORE



Another fantastic summer of racing draws to a close!

Despite a dubious beginning to the season thanks to problematic Parnell pipework, we enjoyed some great evenings on the water and it was a thrill to see so many club members and their crews up at the club for the final Wednesday prizegiving.

These races don't run themselves, so I want to thank all of the tremendous volunteers who have given so much time this summer: our race officers, tower crew, patrol boat crew and bar staff, to name a few.

I also want to thank our fantastic sponsors, particularly CRC, New World Victoria Park and Sailutions for the Wednesday Night Series, as well as season sponsors Harken/Fosters, and Victoria Cruising Club and Mount Gay for the Friday Night Special.

In past years, we had the Westhaven Triple Haystack race to look forward

to in April. This year, unfortunately, the Westhaven Triple series is on a hiatus, but RYC is still running the Haystack Race under the pre-Triple name of the "Closing Day Regatta", to close the 2023/24 season. Our friends at Sailutions are sponsoring the race, and we look forward to welcoming you up at the club afterwards.

On the topic of "After the race": please see the "Richmond Needs You!" blurb opposite. We'd love a hand from our club members over the Winter Series.

Finally, hearty congratulations to committee member Andy and club administrator Kerry on their new arrival Eliza. Kerry's on maternity leave until 2025, so a warm welcome to Sharon Hill, who's now on board. Sharon is in the office 10am - 2pm, Tuesday to Thursday, so pop in and say hello if you're passing.

See you on the water or at the club! ▶

THIS ISSUE BY <YOUR NAME HERE>, EDITOR

Welcome to the March 2024 issue of Plain Sailing.

In this issue we see some photos from this year's enjoyable Route 66 then Jeremy reports on Bay Week. Richard give us some safety pointers around Cat 4 and 5 racing then Mike tells us about Customs canines on club members' boats.

Are you creative and keen to help the club?

I need a club member (or spouse/teenager/uncle) to take over the reins of Plain Sailing for me for five (quarterly) issues until mid-2025.

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

I currently use the Adobe suite to edit it, but I'm happy to help you find software that works for you, and convert the files for you too. An editor before me used MS Publisher, but there are all sorts of freeware options.

Please get in touch:
commodore@richmondyc.org.nz ▶



BUSY BEES AT RYC

The Club had a working bee last weekend 23/24 March.

The rain put a dampener on things on Saturday, but everyone was out in full force on Sunday.

Often at working bees, we'll have a big list of things to get done, but this time, the focus was on just one: applying fibreglass matting to the roof parapets to prevent future water ingress.

This was carried out successfully by the volunteer workers led by our Building Manager Keith Bekker, followed by pizza and refreshments.

A huge thanks to everyone involved for your time and efforts! ▶



RICHMOND NEEDS YOU!

The 2024 Winter Series is almost here, and that means some chilly days on the water, followed by warm grub back at the club.

One of the licence conditions for opening our bar after racing, is serving food. In winter, we don't have Tracey's burgers, so traditionally it's been committee members donning the aprons and hitting the deep fryer.

We'd love some volunteers from the crews taking part in the Winter Series, to help behind the bar and in the kitchen. No previous experience required - we'll teach you everything you need to know.

Skippers, please lean on your crews to put their hands up! ▶

Sign up at:

[richmondyc.org.nz/
volunteer-at-ryc/](http://richmondyc.org.nz/volunteer-at-ryc/)



WELCOME



New Members

Todd Martin
General
Rocky, SR26

Alan Paine
General
Blue Tack, Farr 3.7

Shaun Wellacott and Alienor Izri
General Family
Jamiroquai, Young 88

Peter Linford
Associate
Shotgun Dodger, Raven 26

New Crew Members

Alex Garcia
Colleen Haupt
Dave Matthews
Dixon Cole
Josie Ryan
Ken Fagan
Marina Thorpe
Timothee Duhamel
Jery Whitworth



UPCOMING CALENDAR & EVENTS

April 2024

- 3rd Pot Luck Lunch
 - 6th Single-Handed Series (SHS)
Race 8 (DYC)
 - 13rd Closing Day Regatta
(Round The Haystack)
-

May 2024

- 1st Pot Luck Lunch
- 12th Winter Series Race 1
(Flap Martinengo Memorial,
Round Rangitoto)
- 26th Winter Series Race 2

June 2024

- 5th Pot Luck Lunch
 - 9th Winter Series Race 3
 - 21st **Annual General Meeting -
*please come along!***
 - 23rd Winter Series Race 4
-

July 2024

- 3rd Pot Luck Lunch
- 7th Winter Series Race 5
- 21st Winter Series Race 6
- 26th Club Social, TBC



ROUTE 66 2024

Route 66 is Richmond's signature race, organised in collaboration with our friends at Onerahi Yacht Club.

In previous years, some competitors have struggled to make it all the way to Marsden Cove Marina due to light winds and tricky tides. This year, the wind came to the party and it was champagne sailing for most, once the fleet turned the corner at North Head.

A huge thanks to our sponsors, and to the volunteers from both RYC and OYC who put so much effort into the event.

Enjoy a selection of photos from the start, the race, and the prizegiving. ■





CONGRATS TO 2024'S WINNERS



BAY OF ISLANDS SAILING WEEK

BY JEREMY COPE, TIMEOUT



On the morning of Friday, January the 19th 2024, TimeOut (1984 Young 88) slipped lines in Westhaven with 4 POB heading for the Bay of Islands Sailing Week.

In typical fashion, Auckland farewelled us with a wet, moderate North Westerly. This was to be the farthest I've sailed TimeOut and the first time as skipper in the Bay of Islands and with 3 crew onboard we were all looking forward to the exciting adventure.

Racing didn't start till the following Wednesday so we had plenty of time to cruise up there. We overnighted in Bon Accord Harbour, Kawau, then Tutukaka Marina and the weather got progressively better the further North

we went. It was hot and the sea and wind obliged in kind for a perfect sail up the coast.

It was a relatively uneventful trip except for a crew member vomiting over the squabs before Tutukaka and losing my Nelson bucket hat after rounding Cape Brett when a gust knocked us over.

One minute it was 12 knots then it was 20! It was either sacrifice my hat or the crew, so the hat took one for the team and was never seen again, RIP bucket hat.

We arrived on Sunday afternoon and slotted into our berth at Opuia Marina. The eight Young 88s were allocated two berths right next to the BOISW event center, party central. The next 2 days were spent tidying the boat as the rest of the Young 88s arrived. The Opuia Marina has excellent air-conditioned shower and toilet facilities and there's a laundromat which did a great job cleaning the vommy squabs.

The Bay of Islands Sailing Week is described as 'the biggest event of its kind in New Zealand - a multi-day sailing regatta primarily for keelboats, trailer yachts and multihulls.'



The Young 88 division races consisted of 3 days of 2 windward/leewards and one longer 'bay' race per day. As a crew we had never competed in windward/leewards before so this was going to be a big learning experience for us. The Young 88 fleet are very competitive and one boat had raised the bar by bringing some ex-America's Cup crew: it was literally make one mistake and you're following everyone else.

We came 6th in the first race and it went downhill from there coming last in the rest, not that it mattered, the weather was perfect and we were having so much fun. One race was delayed due to the lack of wind so we had a swim while we were waiting. We did better in the longer bay races coming 3rd in one after the leading 4 boats missed one of the marks and retired, yeehaa for us!

On handicap we came 4th overall - not bad for first timers.

The racing was exhausting and there was no time to rest afterwards with some serious post-race activities planned. Tuesday evening was the Young 88 cocktail challenge where we

had to invent and present a cocktail. We hoisted the Jolly Roger and dished out the Pirate Punisher which contained brazilian cachaça made by our resident Brazilian Ricardo. Everyone loved it but we had to settle for silver - our best result of the week! Wednesday evening everyone was taken to Urupukapuka Island for a beach party - the beer was flowing and the band was rockin' and as we jumped around in the mosh pit TimeOut crew member Sarah shouted 'lets get shots!' and literally ran to the bar, fun times!

After racing on Friday we left the marina and said goodbye to half of the crew and spent the night at Urupukapuka to get a head start before heading back down the coast. The conditions were so good that we skipped Tutukaka, had a swim off Taranga Island, aka the Hen, before overnighing in Bon Accord again. In typical fashion Auckland welcomed us back with a brisk, wet westerly.

Thanks to our fellow Young 88 crews and the TimeOut crew for making BOISW such an amazingly fun time, Karen, Sarah, Ricardo, Damon and Tania. Bring it on next year. ■



KEEPING OUR CREW SAFE

BY RICHARD LIMBRICK,
COOL CHANGE

When racing with Richmond, skippers are required to self-manage the safety requirements set for each category as determined by Yachting New Zealand.

This is important, as incidents do occur. Whether it be a MOB incident, cuts, falls or medical incidents, in those initial moments it is the skipper who will instruct other crew members what to do.

Richmond generally operates all of their races under the Category 4 & 5 guidelines, occasionally with some additional requirements. What raised some eyebrows at a recent committee meeting are the requirements of these category 4 & 5 guidelines.

According to these requirements, boats need to:

- Meet the requirements of the current gas and fire extinguisher regulations. Especially fire extinguishers that can be accessed in the cockpit.
- Have life jackets available for all of the crew which must have crotch straps fitted and there must be harnesses for 50% of the crew.
- Have at least one anchor complete with tackle and ready for immediate use at all times. It must also be secured within the boat or anchor locker.

One of the more visible requirements is the need to have at least one brightly-coloured life buoy, with reflective tape on both sides, marked with the yacht's name, and equipped with:

- a drogue

- a pealeless whistle, and,
- a self-igniting light having a duration of two hours.

Additionally, yachts require:

- A heaving line designed for that purpose of at least 16 metres' length, 6mm minimum diameter of brightly coloured floating line with a floating weight tied or spliced at the outer end.

Another requirement, often associated with Categories 1, 2 and 3, is the need to have a grab bag. The YNZ safety guidelines require a grab bag to be packed in a floating container complete with lanyard, with a first aid kit and specific equipment for signalling. See Appendix 1 of the safety regs for first aid kit details, and Appendix 2 for signalling equipment. Note there are more stringent requirements for multihulls.

On the subject of signalling, the regulations are that Category 4 and 5 yachts have two red hand flares and two orange smoke flares with a current date visible on them. Also, two flashlights, one of which is floating, suitable for signaling, waterproof, and has spare batteries and bulbs. A spotlight is recommended.

And lastly, and the easiest thing to do is to have the yacht's name or personal identification marked on miscellaneous floating items such as grab bags, spare lifejackets, containers of spare fuel, equipment, cockpit squabs etc.

The above items are just a few that I have drawn from the category 4 & 5 sections of the YNZ safety requirements. For a full list refer directly to the YNZ web site.

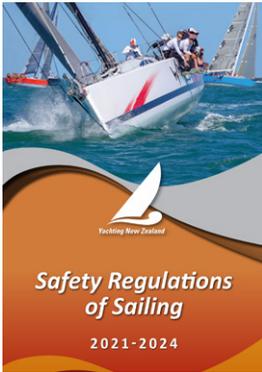
For many of us this is seen as an additional expense rather than investing in managing personal, crew and vessel safety. The question that I ask myself is 'what is it that I would do without in an emergency? ■

Note from Commodore:

I must admit, some of the Category 4 and 5 requirements in the YNZ regs did come as a surprise to me: Life jackets I knew, but harnesses for 50% of crew?!

I encourage ALL skippers to review the YNZ regs.....

Go to yachtingnz.org.nz, then Racing, then Safety Regulations and find this document:



It's a downloadable PDF with detailed appendices.

.... Then, make yourself a shopping list

and get in touch with our sponsors who can help you find the right solutions for your boat and crew:



And one last note for those who aren't convinced already: Theoretically, another skipper COULD protest you in a final race for not having the right safety gear on board. The judges may take a dim view of that! Get kitted out!

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RYC GOES TO THE DOGS

BY MIKE MATTHEWS, ABOUT TIME

Back in 2023 Andy Bevan (Atamai) had a conversation with a friend, around whether he could link up some Richmond Yacht Club boat owners for Customs to use for their Detector Dog training.

Dates were set up for just before Xmas, but COVID-19 got in the way, so that put an end to that session.

The training was rescheduled for March 2024, and not only were Customs interested in getting familiar with some yachts but were also keen to use the clubrooms for an additional training location. Unfortunately, Atamai was unavailable with Kerry and Andy imminently expecting their second child, so the boats used for the training were Cool Change (Richard Limbrick), Flojo (Gary Vogels and Keith Hall) and About Time (Mike Matthews).

The purpose of the training in the yachts was to get the teams (handler and dog) confident with working in

unfamiliar small spaces. The teams individually went through the yachts looking for targets - fortunately no real contraband was discovered - though two of the dogs were very interested in Flojo's boom - what's in there Gary and Keith? The dogs (all labradors bred in Australia) were deadly keen and excited, dressed in paw socks to protect the boats, wearing their lifting harnesses, as they squirreled themselves into the deepest recesses of the boats, searching for targeted smells.

They're trained to look for drugs, weapons, and cash and to sit/indicate as they find the targets. It was clear the intent of these 2-year-olds made these dangerous dogs, as when you got in range of their out of control wagging tails, going full throttle, you got slapped repeatedly - much to the delight of all. At the club, the trainers set up a search, and the teams came in one by one and methodically searched the main floor, again with 100% success.

It was great that we were able to offer use of the club and some members' yachts to assist Customs' Detector Dog Unit training whose work centres on protecting our borders. Thanks to all who helped, and I think this is a real civic service the club will offer again. ■





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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

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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

Thanks to Kate Herstell and Jo Elliott for R66 start photos. And generative AI for the Katana pic!



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