

PLAIN SAILING

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RICHMOND
YACHT CLUB



FROM THE FLAG

BY MARK BECROFT
RYC COMMODORE

Autumn is here. I hope you used the break between race seasons wisely to tackle some of those projects around home.

Do you have your crew sorted for the Winter Series? Race 1 is the Flap Martinengo, May 9th with an 0925 start. High tides are at 0600 and 1800, so we get an easy ride down the harbour and back.

We were chatting at the last committee meeting about the drop in numbers for some of our racing divisions, mainly Division A and Division H. We wondered if it may be due to a lack of crew members. Are you aware of the RYC Crew Finder page on Facebook? This is available from the RYC Website link. We also have several talented beginners from the Victoria Friday Night Series who are looking for more experience.

But wait, there's more. If you haven't raced before or haven't raced with us for the past three years, we'll give you a 50% discount on your race fees for the Winter Series.

What's next on the Social Calendar? AGM and Prize Giving will be on Friday June 25. This year, we are re-allocating some of our silverware. There will be cups awarded for the Summer and Winter Series races and not just the cruising races.

Next up is the RYC Annual Quiz Night on Friday July 23. Friday August 27 will be dinner and a tale of adventure about a trip up through the North West Passage.

June heralds the end of my term as Commodore. I would like to say



"Thank You" to all of the members who have made this a successful club for the past two years.

We have had a couple of members leave the committee in the past year, so we are looking for a few volunteers to give us a hand. The wish list for new committee members includes:

- Someone who can count, as we would like a backup for the Treasurer.
- Someone who enjoys cruising and could become our cruising coordinator.
- Someone who can pour a beer or has some hospitality experience.

Even if you don't have these particular skills, but would like to help in the running of the club, please give me a call on 027 478 0125, or commodore@richmondyc.org.nz to discuss how you might fit in. Remember, Richmond Yacht Club is a volunteer-run organisation.

Happy sailing. ►

THIS ISSUE

BY CHRIS CRONE
EDITOR

Welcome to the May issue of Plain Sailing!

This bumper 24-page issue features Route 66 reports from Greg on Manawa and Liz on Timberwolf, along with an article from Cory on the Gulf Triangle single-handed challenge.

Annah gives us the rundown on the last cruising event of the summer, to Waiheke, and Richard describes his recent boat purchase.

Greg fills us in on the new library within the club - and to wrap up,

Jeremy reviews "Swirly World Sails South" by NZ musician/sailor Andrew Fagan.

You might be sailing a little less over winter, but have you (like Richard) got any boat DIY projects on the go at the moment?

If so, write up an article - a couple of hundred words and a few photos to round it out - and send it to us at magazine@richmondyc.org.nz

Enjoy the mag! ■

IN MEMORIAM: BEV & COLIN CLARE

The Club was sad to hear of the recent passing of two long-time members who were an important part of the sailing and social fabric of Richmond.

Both Bev and Colin were active members of the club committee for a period of time. Bev excelled at her role as co-ordinator of social activities. Colin took on the challenging role of approaching sponsors for club racing - some of those he recruited sponsor the club to this day. Together the Clares were the club cleaners, with Colin undertaking many of the small repairs, and Bev often acting as public liaison prior to the club having an office manager.

Hugely supportive of the club racing program, they competed in most club races in first Clare Buoyant and then Crystal Clare. Competitive on the water, both were always supportive of new racing members.

In later years they were instrumental in the birth of the monthly lunches.

Both will be sorely missed.

Club President Hans Swete shares his memories of the Clares:

"First knew the Clares as a young teenager and in fact bought my second yacht, a Cherokee, off them. They both sailed Cherokees (like a small OK dinghy) and were very competitive then. They would share a motel with me as part of the extended family when we went to Whangarei to race against the Onerahi fleet annually.

Both came from known boatbuilders/owners families and Bev used to sail zeddies in an age where this was uncommon for females. Colin was a collector of all sorts of things nautical and otherwise, and sorting his garage will be a daunting but interesting task." ■

WELCOME



New Members

Nerine Walbran and Murray Simon
General Family

Andrew and Michelle Nell
General Family
KhayaMoana, Lagoon 40

Alan Yardley
General

Bev Steward
Associate

New Crew Members

Jeremy Evison

Nicola Gamble

James McBride

Laura Puckett

UPCOMING CALENDAR & EVENTS

May 2021

- 5th Pot Luck Lunch
- 6th Singlehanded Series Prizegiving and Debrief
- 9th Winter Series Race 1
(Flap Martinengo, early start)
- 23rd Winter Series Race 2

June 2021

- 2nd Pot Luck Lunch
- 6th Winter Series Race 3
- 20th Winter Series Race 4
- 25th **AGM** - see opposite

July 2021

- 4th Winter Series Race 5
- 7th Pot Luck Lunch
- 18th Winter Series Race 6
- 23rd Quiz Night

August 2021

- 1st Winter Series Race 7
- 4th Pot Luck Lunch
- 15th Winter Series Race 8
- 27th Winter Talk - Lawrie Meads on the Northwest Passage
- 29th Winter Series Race 9
(early start)

AGM - 25TH JUNE

We get it - AGMs can be hard going.

The thing is, though: they're important for the club, and important for you, our club members, to get your say on what kind of club Richmond should be - it gives you an opportunity to tell the committee what you think we should focus on - and what we shouldn't.

This year, we need to make some big decisions around capital expenditure (club building improvements and accessibility) and we want your input.

In addition, we'll also be voting on the committee for 2021-22. The club is volunteer-run and needs your help!

If you can contribute to any of the following areas, please fill out the form enclosed with this magazine and send it to secretary@richmondyc.org.nz, or Kate in the office, by mid-June.

- Accounting/Finance - to back up our current Treasurer.
- Cruising - we're after a cruising co-ordinator to help organise RYC's Cruising Series.
- Bar staff for club events
- Promotions/events - helping organise club social and racing events. Have you got ideas on how to grow our racing fleets?

Thanks, and see you at the AGM! ●



ROUTE 66 ON MANAWA

BY GREG THWAITE



Get your kicks/ on Route 66 runs the song by Chuck Berry from 1961, in praise of the road route from Chicago to Los Angeles. On 26 February, sixty-nine yachts got their kicks in the traditional Route 66 event, covering the 66 nautical miles from the Waitemata Harbour to Marsden Point.

Friday morning dawned calm and sunny. About perfect for rigging the boats and for stowing the beer for the challenges of a multi-can day. Kate & camera were perfectly sited at the Marina exit, catching the cheerful waves from the ebullient sailors.

The weak wind in the inner harbour led to much tacking from one side to the other. There was beauty in the criss-

crossing of the sails of the different yachts. Dignity was added to the start by a Navy vessel steaming slowly past the fleet.

Around the corner, off the North Shore beaches, a line of magnificent luxury yachts limbered up for what appeared to be a civilised race. Opulent, with large deck space peopled with elegantly dressed ladies and gentlemen, they had motored through the special lane set out during the America's Cup races.

Past North Head, the fleet began to sort out into different courses. The fleet was focused on Tiri Channel. Most sailed to the west side of Tiritiri Matangi, with a few adventuresome ones chancing the east side in hope of a better wind.

A steady breeze took the yachts through to Kawau Island. By that time the fleet was pretty well spread.

From Kawau the final stretch loomed up to Marsden Point. At times the wind fell away. Those with time on



their hands could appreciate flocks of gannets and clusters of shearwaters. Further north the wind picked up, leading to brisk sailing.

Those with a good wind arrived at Marsden Point before dusk. Late arrivers found a lack of wind just inside the entrance. Agonizingly, the committee boat was so close, but so distant.

In the dark there was a concern about drifting onto a small sandbank on the portside, or onto rocks on the starboard side. Local knowledge suggests that the greater prospect of wind can lie to the starboard side, just this side of the rocks.

When the precious gust of wind arrived, all eyes turned to find the third green light. There the black shape of the committee boat could be dimly made out.

Then, a gentle motor to the marina. Late arrivers rafted up against the early arrivers. One of the early arrivers maintained a steady throb of modern sound. Where are all the Chuck Berry songs these days?

The breakfast next morning was organised by Onerahi Yacht Club in the large tent erected beside the marina. The usual barbecue food of sausages, hash browns, baked beans and toast was well received. Commodore Mark Becroft presided over an extensive Prizegiving.

The keen sailors prepared for the second leg of the Gulf Triangle. Their day's aim was Great Barrier Island. Initially, the prevailing wind looked to make for a heavy day of sailing.

The other yachts started to disperse. Some travelled directly to Auckland.

Others aimed to stay the Saturday



night at Kawau. A brisk breeze took those most of the way. Tide and wind called for care in the entry into the Kawau channel. At the mooring the ever active Mark as road crew was set up, moving people about in a motorised dinghy.

The local yacht club provided simple food to the mariners. Maybe a beer too, although most mariners looked pretty subdued after some 15 hours under sail so far.

Sunday morning called for the return to Auckland. A gentle run. Major activity was a Navy vessel roaring over the sea on some mission to the east. Soon Rangitoto was in sight, although some hours away.

Home felt about reached when the Rangitoto lighthouse was on the port side. Then the time had arrived to prepare the yacht for the Westhaven Marina, and tidy up the beer cans. ►

ROUTE 66 ON TIMBERWOLF

BY LIZ ALONZI

I felt a little concerned about the unstable forecast in the fortnight leading up to this race, so was quite relieved when the models all started to align around mid-week, predicting moderate wind speeds on the beam.

However, things were still a bit light Friday morning, so we made the call to plug in the #1 to start. As we set up the bow, my crew – Adrian, Tim and Fynn – and I discussed if (and which) screechers would be an option, choosing the large one to unfurl at some point after North Head. We then hoisted the main, dropped the mooring, and headed for the start line.

A few minutes before our horn, the jib went up, with Adrian (regular crew who has been with me from the start) commenting that it would be his first time seeing this sail.

“Wait,” he added as it rose, “is that the #1?”

“Of course it is! It’s got a longer foot than the other jib,” I said.

“Yeah, but it has a shorter hoist.”

“Uhh...”

Dear readers, it was not the #1. A post-race consultation with the previous-previous owner, who set the boat up, has since confirmed we were on the cruising jib, and every time in the past year that I’ve decided



to put up the #2 because it’s been a bit windy, we’ve been on the race #1, which is good up to 15kts. Also, I don’t have a #2.

Anyway! At that point, there was no time to change jibs before the start so we were off, still debating amongst ourselves which sail was hoisted while engrossed in a tacking battle with the rest of the multi fleet as we all failed to point out of the harbour. This consisted of some really nice crosses and dips (hi Tim on Pulse!) and some cheeky match racing between us and Attitude (is that Woody yelling something?), with great crew comms and manoeuvres on board Timberwolf.

We rounded the corner of North Head and started discussing screechers, watching Epsom Salts and Freedom ahead try theirs and speed up nicely, but point quite low. Eyeing our lines to Tiri Channel, we made the decision to hoist ours.

“This is a screecher, right?” someone said as it set.

“Uhh...”

Discussion ensued. At the upwind

angles we needed to lay Tiri, it wasn't faster than the jib, and the jib pointed higher. Then again, other multis were having some success with gennakers... So out came the masthead kite and we went flying sort-of-towards Tiri with the smaller screecher on deck for later.

We got lucky and ended up squeezing through Tiri Channel and holding the kite all the way to Flat Rock, at which point it started to be a bit too pressed. We hoisted the smaller screecher and as it unfurled, we all agreed it was definitely the race sail (these things are good to know!).

At this stage, we were steadily mid-fleet in the multis, fending off the larger boats but only just scraping up to the well-raced 8.5s. As I started working out the groove of steering with the new sail plan, we closed the

gap on Freedom and worked our way towards Epsom Salts and Attitude.

The seastate really began to pick up as we exited the shelter of the Coromandel. With Adrian trimming next to me and Fynn and Tim in the main hull cockpit, we picked our way through the increasing beam-on swell. It's at this point I'd like to say I'm eternally grateful for Adrian's coaching. He's been a total legend talking me through driving over the past year and this race was no different.

We both admitted to being quite nervous at this point: Timberwolf is a delicate boat to steer and those were definitely the roughest conditions we'd experienced on her. The waves and gusts combined led to some wild riding with a margin for.

(continued after Route 66 photo spread)



ROUTE 66: 2021 PHOTOS

A selection of photos from 2021's race start and prizegiving.

Thanks again to our sponsors, particularly Marsden Cove Marina and our sponsors of 1st, 2nd and 3rd prizes: Lidgard Sails, Safety at Sea and Sailutions, for making the event possible. ►





CONGRATS TO 2021'S WINNERS



(continued)

... error somewhere between slim and nonexistent.

However, once we had passed the cape, we found the seas far more settled and the wind angles back to gennaker territory for crossing Bream Bay. Fynn and Tim made the change; Tim came back from the bow and took a look at Epsom Salts, a growing speck in the distance.

“Perfect. Now, how do we go faster?”

So we tweaked lines and shifted our weight around, slowly closing the gap and eventually rolling them before gybing towards the finish. Then, we carefully held them off as we headed west and rounded the No. 7 marker... directly into a massive light patch. I helmed as gently and straight as possible as Salts and a Gulf Harbour keelboat arrived in the same hole.

We all rapidly switched to jibs, and a well-spotted gust by Tim carried us away from the others, giving us the slightest lead across the finish, where we waved our thanks to the committee and headed in for the usual epic party!

It was nice to have a race with a big variety of conditions – an awesome way to stretch the boat’s legs (and learn more about my sail wardrobe!), and always great to be able to get in a weekend away before going into a level 3 lockdown!

Thanks very much to everyone from RYC, Marsden Cove, and sponsors for putting on the race, plus my awesome crew, and Fynn and his father for coming along for the delivery home as well. See you next year! ●

GULF TRIANGLE RACE REPORT

BY CORY MCLENNAN

The prep for this race was minimal as there has been so much solo sailing in Feb, so Sailutions was in good shape. I did however add lazy jacks and catch bag. This helps a huge amount when finishing a race and also protects the sail when pulling reefs in. Thanks to Holly Hamlin for getting this sorted before the race.

Leg 1: Westhaven - Marsden Cove (Route 66)

The start out of Westhaven was good: I put the yacht where I wanted to be. Good upwind speed and a lot of nice tacks set me up in good shape by North Head. Set up and hoisted the Code Zero which kept the pressure on Gale Force. It was a good ride to Tiri channel. Gale Force was only just ahead and had peeled to a MH gennaker so I had no choice but to copy and try hold the angle. It was tight, but I managed to keep high enough to get above Kawau Island. A large dirty black cloud was getting closer and with it more wind. Unfortunately this caused a couple of skids then POP! The A3 ripped across the middle, then down the tapes to fall in the water... There wasn’t much room to bear away to try to get it back in; after a big struggle I got it back on the yacht and pointed the bow in the right direction.

From here my decision-making on kite selection was unstable. I only had one masthead kite left and two more legs to sail. I proceeded to hoist every kite I had, until I ended up with



the big A2 on, which I carried all the way to Bream Tail until the wind got too tight and I was back on the Zero, which I carried all the way to the finish.

Leg 1 results: 4th on line, 3rd on handicap.

Only 2 beers were consumed at the after-match in order to get as much sleep as possible.

A good breakfast had, a 10:30 start was chosen.

Leg 2: Marsden Cove - Port Abercrombie, Great Barrier Island

The start of leg 2 was a bit more challenging than expected. Leaving the comforts of the inner harbour, all solo skippers were greeted by some big swells and more wind than expected. I decided a reef in the jib should get me across the line, which it did but the main was inside out. I lost a bit of height as I put a reef in the main. An hour later, it was down to 9 knots so both reefs had

to come out and the long slog to the Barrier continued. The wind was very shifty which made tactics very hard. I tacked and headed east along the Hen and Chicks then tacked back onto Little Barrier. It was hard going at times with the wind going up and down and me pulling reef one in and then out again. A very close race was happening in front of me; my focus was to keep the yacht going as fast as I could. With no covering to do with other boats I was able to cleanly finish the race.

It has been said that solo parties must be boring but they are far from the truth! After anchoring finished, skippers went over to the finish boat Murphy's Law, where the hospitality was amazing! Steak, salad and cold beer. It was great to be on the finish boat to help celebrate the yachts finishing after a long upwind day for everyone.

Leg 2 results: 5th on line, 4th on handicap.

The treats continued Sunday morning

with a fantastic cooked breakfast/ briefing as we discussed what it would be like if we did our Level 3 lockdown at the barrier. After some thought, a 10:30am start off the broken islands was chosen.

Leg 3: Great Barrier Island – Auckland

This was the leg I had been waiting for! A downwind slide back to Auckland. The start was awesome, really good to see every yacht in the fleet getting a kite up and trying everything they could to make the trip home as quick as possible. I hoisted the big red A2, which didn't seem big enough at times and too big as the wind shifted forward. The shifts made it very tight at times but with the wind under 15 knots I was able to keep the yacht on its feet. As

I got closer to Tiri, the wind started to go further and further aft until I had no choice but to hot things up and head for the top of the Noises. Titanium was well in front: Shane also had a gennaker on so I had a good guide as to what the wind was doing down the race course. It was looking like a lot of gybes to get to the finish with the first being as close to the Noises as possible. Shane had given me a chance to make up some ground after a bad gybe, so it was up to me to have a clean one and make some time up, I choked under pressure and got a wineglass in the top of the kite: luckily, I was able to get it out. My new issue was that the yachts carrying spinnakers were catching up fast - my gybing all the way to the finish was going to cost time and miles - so I canted the prod fully, eased the tack up one metre



and went into full downwind mode. It wasn't the fastest but it kept me between the finish and the other yachts. I hadn't realised that Titanium had had an issue with the kite and was on a Zero and I was able to slip over the line in front 200 meters before the finish.

Leg 3 results: 1st on line, 1st on handicap.

Overall this was a fantastic weekend, very competitive with each skipper pushing their bodies and minds as hard as they could to be faster than the other competitors.

I'd like to thank Richmond Yacht Club and everyone involved in putting this new series together, as well as our sponsor Excel Refrigeration & Air Conditioning Ltd for making the event possible. A huge thanks to Kevin and the team for being a great shore crew, for starting and finishing the fleet and keeping us well fed and hydrated.

Overall results for Sailutions in the inaugural Gulf Triangle: 2nd on line, 1st on handicap.

This will be an event that will grow in popularity in years to come. I can't wait till next year's event! ►

GULF TRIANGLE PRIZEGIVING

Prizegiving was held at the clubrooms on Thursday 8th April. Congratulations to the winners, and huge thanks to the sponsor Excel and organising committee:

1st	Cory McLennan (Sailutions)
2nd/Line	Shane Bellingham (Titanium)
3rd	Gale Force (Kenneth Ormandy)



CRUISING RALLY 2: WAIHEKE

BY ANNAH MCMILLAN

Our final cruising rally for the summer included a fast race and a fun time on the beach.



Five yachts crossed the start line at 1030 hours, in to a howling north-easterly gusting up to 25 knots. We beat our way up the harbour to Browns Island, taking it to starboard before dipping down to that big metal floating drum named the Browns Island Naval Buoy. We rounded Sergeant Channel Buoy on the South East side of Motuihe island then got back in to high mode (some higher than others!) to reach our faithful Taipan who provided us with our finish line on the west side of Huruhi Bay, Waiheke Island.

Our winners on the day were Manawa and Chico Too who took first place on handicap in division C and E respectively. Predator was first across the line in division C and there was a 29 second gap between Dream Machine (2nd) and Roadrunner (3rd) in Div E.

After anchoring in a tiny bay off Kennedy Point, we all met on the wee stretch of sand for the familiar and fantastic fanfare of sausages, rum, salty tales and the old bottle cap tossing game. All thanks to our ever-supportive Roger and Bill on Taipan!

Keith from Manawa presented us with our goodies and we were also joined by our fellow Predator crew member

Chris with Charlotte and the crew on Taitua, a classic Lidgard yacht built in the 60s and currently owned by a group of young sailors.

The trip back was a quick broad reach, providing everyone with a full Sunday to enjoy. Thanks heaps, Richmond Yacht Club for another fun chance to get out on the water! ►



THE END OF THE DREAM

BY RICHARD LIMBRICK



Boats are strange things in a way.

Some buy one to use for a season or two and then move on to something else, while others buy one and form an unexplainable attachment to it, lavishing it with care and endless upgrades. Some even build them from scratch, spending endless hours planning, building and fairing to bring their dream to life - often well outside the original budget.

Trademe is a place where we can often buy those dreams at a very discounted rate as time passes and the builds drag on as the dreamers are affected by their changing circumstance. It is also

in this realm that we can start new dreams for ourselves as we browse the "For Sale" columns for boats, diesels, electronics, sails - hoping to find that 'special something' that we might need.

I found myself in that space last October. The opportunity of a lifetime - I convinced myself. The sister ship to the Cool Change, sunk in a port/starboard incident on the Akaroa Harbour, for sale. Likely beyond reasonable repair but complete with a new carbon fibre mast and Evolution sails. I opened and closed the page, watching the auction, no bidders but heaps of watchers. "Hurry up and wait" was the order of the day.

Finally, the auction closed with no bidders! "Strike while the iron is hot," I thought. Christchurch isn't that far. A call was made, a fare booked and I was off to view.

What a sight. The beautiful Frequent Flyer, featured in Boating NZ in 1995, lying on some old tyres, battered and





broken. The boat had sustained a fatal blow to the port side – through the side deck and rear bulkhead splitting the cabin top and causing stress cracks in the cockpit floor. Her time on the bottom was evidenced by the thick mud throughout the interior. However, the mast lay shining in the Canterbury sun with the beautiful carbon twill evident below the clear coat. Just what I was wanting.

A deal was done and the deconstruction began within the hour. I had two days to get the rig packed up and to pack away all of the easily retrievable items. Davie Norris came to the rescue with his mast trailer and by the end of the second day I had the mast safely stored at his yard. Fortunately, I was able to leave the boat where it was – part of the negotiation. A store shed was hired and all of the easily moved items were packed there ready for pickup later.

Three months passed before I could return to finish the job and on the second visit the boat hadn't changed, excepting for the thick dust everywhere. Sabre saws are great and by the end of the day I had cut out the

diesel engine and rudder bearing tube, removed the main sheet traveller and salvaged all of the jammers. The Yanmar 20 was well beyond salvage so I managed to remove the sail drive leg and folding prop for later disposal. The bulb keel was a problem. A great opportunity in the wrong part of the country, so after much discussion scrapping was the best solution. I had planned on saving the stern scoop but once removed it was heavier than I could lift so no go!

Getting the keel off was the challenge that I didn't have a solution for, however on the last day a driver working close by with a digger agreed to do the job. This was definitely the end. He raised the bucket and rumbled the machine towards the boat, resting the bucket on the side deck. The engine note didn't change but with a dull thud the keel broke from the floors and with a quick flick the keel was dragged free and stood against a concrete block. The next gentle blow was fatal, landing through the cabin-top and crushing the mid sections. I didn't wait to see the rest of the destruction.

Back in Auckland the sharp end of the planning is well underway and over this winter I will get the rig installed. I will also need to get busy on Trademe to dispose of the huge amount of surplus gear that I have acquired. Getting the mast back to Auckland has proved to be more challenging than I first thought however I am hopeful to see it here by the end of April, depending on whether Davie gets the cat completed by then. My mast will be a back-load from Christchurch.

“Will it be worth it?”, I get asked. I have no idea but I do know that if I had just shut the computer and stopped following that auction I would likely have then pondered the “What ifs”. At least I’ll know for sure now. ▶



THE NEW, EXPANDED, IMPROVED LIBRARY

BY GREG THWAITE



The Cruising and Navigation Association of New Zealand used to hold its meeting at the Club's rooms. It has now dissolved, and has generously granted to the Club a selection of books, to add to the Club's library.

The Committee has taken the opportunity to assemble its expanded library on a more orderly footing, and to put it on display for usage. Many of the books are about sailing in New Zealand and the Pacific.

The books are available for borrowing. To keep the popular ones available, books should be taken out one or two at a time. A month should be sufficient

to read and return a book. A book to record borrowings will be available.

The principal bookshelf is now the freestanding cabinet to the left of the entrance to the lounge. The secondary bookshelf is in the built-in bookshelf above the coffee & tea station outside the kitchen, on the far side from the entrance.

A few piles of elderly navigation books remain downstairs. Those interested in navigation history will find the journey down the steps well worthwhile.

The principal bookshelf has five shelves.

The top shelf: Boats

This holds books about boats. Almost invariably, they are big books, no doubt so that people can see all of the mast on one page. Some have magnificent paintings or photos of old yachts. Some books feature designers and builders of boats on the Waitemata. Some designers or builders are still alive, or are within the living memory of members of the Club.

The second shelf: Sailors

This holds autobiographies and biographies of sailors. All types of sailors: the famous, the brilliant, and the modest. Mainly from the late 20th century. A number of books concern women sailors. A small number of books concern sailors who are shipwrecked, end up stranded on reefs, or otherwise undergo disasters.

The third shelf: Adventures

This holds a mixture of books, mainly about adventures such as races, long sea voyages, trips through canals in Europe etc.. Also some historical books e.g. about Captain Cook. A superb book on birds too.

A very small fiction section consists of five books, three of which were written by Nicholas Monsarrat. Presently we have no books of poetry, and no books about sea shanties and sailors' songs generally.

The fourth and fifth shelves

They are at the bottom, behind the panel doors. They hold various practical books, particularly on navigation, but also about boat design, boat building, and various practical subjects.

The secondary library has four active shelves.

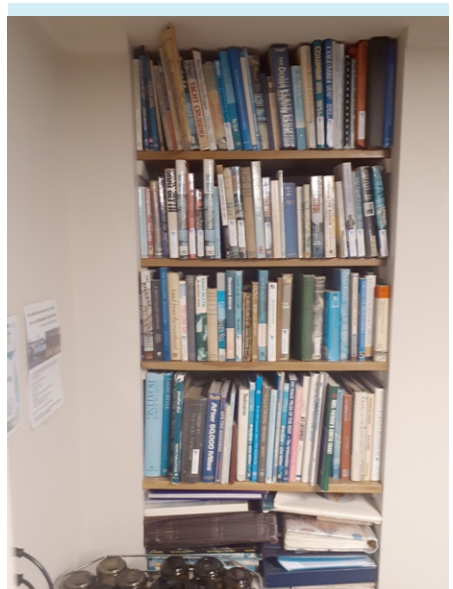
Top and bottom shelves

They hold books for the practical reader, on navigation, boat maintenance, boat construction and so forth

The second and third shelves

They hold predominantly biographies and stories of adventures.

All up, the library will hold great satisfaction for those who wish to read a book in the clubhouse, take a book home to read, or take a book away on a weekend sailing. ▶



BOOK REVIEW: "SWIRLY WORLD SAILS SOUTH" - ANDREW FAGAN

BY JEREMY COPE

If you were around in the 80s like I was then you've probably heard of Andrew Fagan, lead singer of The Mockers, who had a hit with "Forever Tuesday Morning", and maybe you've heard that he did a bit of sailing and maybe you know that he's married to Karyn Hay who was the presenter of Radio with Pictures which was the only decent music TV show back in the day.

"Swirly World Sails South" details Andrew Fagan's 2007 circumnavigation of New Zealand including a visit to the Auckland Islands which, if you read the article by Charles Bradfield on Vingilot in last month's Plain Sailing, you will know is nowhere near Auckland but down in the Southern Ocean 250nm south of Bluff.

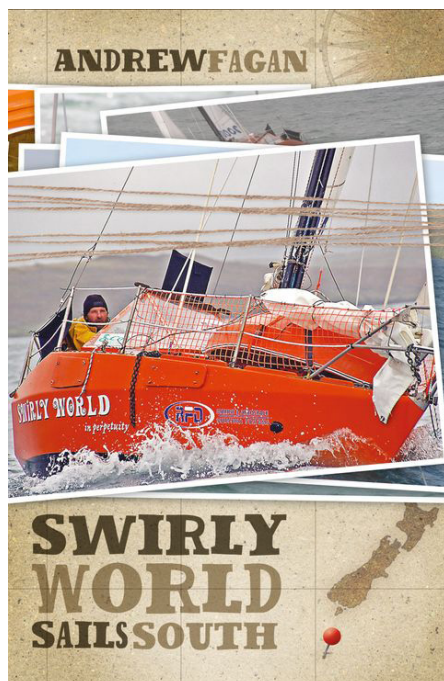
What's remarkable about Andrew Fagan's trip is that he did it singlehanded in a leaky 5.4-metre plywood yacht. An experienced sailor, he grew up sailing small boats in Wellington and completed a 13-day round trip to Raoul Island in the Kermadec group in the early 70s and a return trip to Australia in the 1994 Solo Trans-Tasman race.

What I love about Andrew's book is the nitty gritty details of sailing, his dry witty humour (the story of him getting a catheter inserted into his penis is hilarious) and his great descriptive writing. "Every time a

broken crumbling wave crest slapped along the side of SW, the window willingly dribbled water down onto me and my sleeping bag. The steep angle of heel gave each drip the perfect target of my face and hair, and I was not amused."

When I read these stories of survival in extreme conditions, I think "Why?". This sums it up for me; "Doing a mental debrief on the miles just covered, I decided to cut the boat up into little pieces and eat it. Once digested I'd catch the bus back to Auckland. It all made so much unstressful sense. Why put yourself through such a potentially harrowing experience by wanting to sail south into serious latitudes in SW?".

I thoroughly enjoyed and recommend "Swirly World Sails South" by Andrew Fagan. Ask me nicely and you can borrow my copy. ►







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