

PLAIN SAILING

M A Y 2 0 2 2



RICHMOND
YACHT CLUB



FROM THE FLAG

BY RICHARD LIMBRICK
RYC COMMODORE



Greetings members,

With a bit of a disrupted season behind us, 1st May sees the start of the last series for the 2021-2022 calendar: the Richmond Yacht Club Winter Series. This is one of our club's icon events and we have high hopes for a competitive fleet. This year we will be repeating the major spot prize for skippers, a DeWalt tool pack with a retail value of over \$1300. To be in the draw, skippers need to have completed a series entry by the due date, with one additional entry for the final draw each time you come up to the club post-race. The final draw will be held at the series prizegiving following the final race on 4th September.

In June we will be holding our club's Annual General Meeting. This is a time when the club is looking to form a new committee for the coming year to ensure that the smooth running of the club - and all that entails - continues. Whether you're a dedicated racing yachting, a cruiser or just enjoy the camaraderie that sailing offers, and would like to be involved in the club's committee structure, then make sure you get your nomination form into the club by the due date.

It is with regret that the committee accepted Mark Becroft's resignation, both as bar manager and as a

committee member, effective at the end of this current committee term. Mark has been a strong and committed supporter of our club, both at a Flag and competitor levels. An immediate past commodore, Mark has also been our most prominent barman and general club stalwart at many of our beach events where he is often seen on the barbecue. On behalf of all members I would like to thank Mark for the huge contribution that he makes to the Richmond Yacht Club.

Although our season has been a little disrupted by COVID it's been rewarding to have had so many of our club boats taking part in the last few races of the Wednesday Night Racing. Congratulations to all our prize winners on the evening, especially to Steve for winning the lucky skippers draw.

Our Friday Night Special Series has also been as popular as ever and we are indebted to all of our members who make their boats and their time available for this series. It is a very generous commitment that you all make.

Like many of you, winter is not my favorite season however it is a great time for maintenance and upgrades and of course to brave the elements in the winter series racing. ►



THIS ISSUE

**BY CHRIS CRONE
EDITOR**

Welcome to the May 2022 issue of Plain Sailing.

In this issue, Tony give us a rundown on Route 66 onboard Elevation and Nick reports on his Gulf Triangle race on Akonga. Steve from Belle

fills us in on the recent cruising event to Piemelon Bay in Waiheke and Jo tells us about her Seabird dinghy restoration.

Things get quiet over winter, so if you're doing any voyages or even maintenance, please take a few photos, write a few words and send them into me at magazine@richmondyc.org.nz for August's issue.

Happy reading! ■

THE CLUB NEEDS YOU!

Richmond Yacht Club relies heavily on the generosity of volunteers.

The committee would be very grateful to any members who can put their hand up to help during the coming 2022-23 season.

Some folk don't want to join a committee - we get it! - so here are a few other ways you can help:

1. Volunteer for the race tower

We all love our races, BUT, without volunteers in the race tower, we can't start or finish them! Maybe you're doing less racing than you used to, but you're still keen to be involved? We'd love to hear from you!

Or, do you have a husband/wife, boyfriend/girlfriend who can give a few hours of their time while you're out on the water? We'd love to hear from them too!

2. Volunteer to help behind the bar

We're looking for club members to help occasionally behind the bar at club events - previous experience helpful but not required!



3. Put down your name as backup!

Do you have accounting skills (to backup our treasurer) or Adobe Suite experience (to backup our promotions team)?

4. Come to the AGM!

This is a big one! The AGM is on June 17th at the clubrooms - please come along and give the committee feedback on what's important to you as a club member, particularly our boat-owning club members.

If you can help in any of these areas, or would like to discuss what's involved with joining the committee, please send an email to:
vicecommodore@richmondyc.org.nz ■

WELCOME



New Members

Sam Stensen

General
Minx, Pied Piper

Kevin Mann

Associate

James McCarthy

Associate

Amy and Brent Grove

Associate Family

New Crew Members

Alex Poole

Alexandra Harris

Alexei Kourotschkine

Ben De Bie

Ben Jeffares

Brooke Sciarone

Davinia Miller

Hilary Sheppard

Kathryn Bowles

Kelly Hartzell

Leah Mitchell

Macarena Bru

Monique Lawry

Nicky Wallis

Robert Glass

Robert McGivern

Sarah McIlroy

Shandra Van Dorp



UPCOMING CALENDAR & EVENTS

May 2022

- 1st Winter Series Race 1
(Flap Martinengo, early start)
- 1st Westhaven Triple Race 3
(Round Rangitoto - PCC)
- 4th Pot Luck Lunch
- 15th Winter Series Race 2
- 29th Winter Series Race 3

June 2022

- 1st Pot Luck Lunch
- 12th Winter Series Race 4
- 17th **AGM and Prizegiving**
- 26th Matariki weekend - no racing

July 2022

- 6th Pot Luck Lunch
- 10th Winter Series Race 5
- 24th Winter Series Race 6
- 29th Winter Social Event



ROUTE 66 REPORT

BY TONY POOLMAN

Once again Elevation (Elliott 7) took on the 66-nautical-mile coastal race from Westhaven to Marsden Point. The crew was Tony Poolman, John Barker, Garth Weinberg and Ben Davy. The weather forecast was an Easterly of 18-22 knots. This was not favourable for us as it would be tight cracked sheets until we got to Cape Rodney.

We started at 9:05am in a very light Northerly of about 2 knots and the tide starting to go out. There was more pressure on the northern side of the harbour so we worked to that where there was 5-7 knots of breeze. We were going well until the breeze died as we were opposite the Devonport Naval Base. This is when the Easterly came in unfortunately on the city side of the harbour first, giving our main opposition Ex Machina (Elliott 7.8) and Predator (Beale 9) nearly a mile advantage. This is not what we wanted as we knew that they would have waterline length and speed advantage over us until Rodney. The plan was to try and stay in contact with them up until then. It was then hard on the wind to North Head.

We got to North Head where we slightly eased the sheets on our course to Rangī Light and Tiri Channel. Apart from Ex Machina and Predator, the rest of the A2 Division were in close company. Kairos (Beneteau 43) worked up high sailing outside Tiri Island. As we got to Tiri Channel the wind increased with a



rain squall and went so far forward that we weren't able to lay Kawau Island. We put in a reef at this stage sailing with J1 still up. We had good numbers with this configuration hard on the wind. At the same time Kairos's gamble to go outside Tiri was looking very good. After the squall went through the wind went back to the East and we were laying Kawau again with cracked sheets.

It was uneventful sailing to Rodney still with the reef in trying to hang onto the three Farr 1020s with their longer waterline length. At this point we could not see Predator or Ex Machina and we were in 7th place on line. At Rodney we were able to bear off to head to the Whangarei Harbour entrance. We decided to shake the reef out and hoist the FRO. Just as we started to get going with some good numbers the tackline broke. We got this tidied up, re-ran the tackline and hoisted the FRO in an unfurled state so we could tension the luff before furling. Once it was all tidy and conditions favourable we deployed

again and were off, hoping to chase down Predator and Ex Machina. We had 5 minutes of great sailing doing 11-13 knots before the halyard broke, going inside the mast. We wouldn't be able to fly the FRO from the jib halyard as there would not be enough luff tension.

After a lot of deliberation from the crew and dropping down to 7 knots we decided to hoist Pinky, our A5 on the jib halyard. I thought we would struggle with this configuration to lay Bream Tail. Much to my surprise we weren't far off laying Whangarei Harbour entrance. We had about 2 hours of one the best genny rides on Elevation. We sat on 12-14 knots hitting 15's with a top speed of 16.7 knots. It was exhilarating sailing - lots of spray and smiles - but we were working hard to keep her on her feet. We ended up sailing low and off the Ruakaka Power Station we decided to drop and work up back on to our course. At this stage we didn't know

where Predator and Ex Machina were.

After changing back to sailing with the J1 and full main, I had a break sitting on the rail. Looking around on the stern quarter I could see a large roached gold main and in front of them was a boat with black sails. I had to kick myself surely not and yes after checking the Predict Wind Tracker we were ahead of Predator and Ex Machina. "YES". In that time Ex Machina had overtaken Predator. There was still one boat in front of us on the tracker. We couldn't open tracker to see who it was but there was another boat in front of us so it was still on.

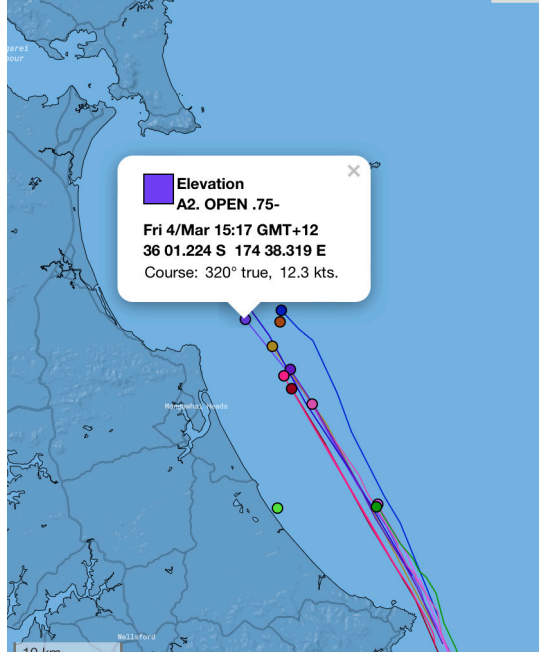
We had got back to close being on the rum line so we hoisted Pinky again. We were making big gains on the boat ahead then we had a large squall come through off Smugglers Cove where we dropped the genny and once we got going again with J1 we still had to put a reef in. This soon passed so we shook the reef out: we



were still underpowered and decided to go for Flat White, our masthead AP genny. We carried this to #7 buoy where we had to harden up to get to the finish line. We weren't able to catch the boat ahead but it was in the singlehanded division. There was very little wind for 5 minutes then we got a bit more breeze to carry us through to the finish line. Ex Machina caught up a bit as the had better wind. We beat Ex Machina by 4 minutes on line. Our elapsed time was 8 hours 47 minutes. There was jubilation on board when the committee boat confirmed that we had won our division on line. One of the A Division boats put himself by mistake in our division on the tracker.

The cold beers tasted great on the sail to Marsden Cove Marina. We had to put in a gybe and Ben the baby of the crew fell overboard. He showed great skills going totally under water but not getting a drop of salt water in his beer. We quickly recovered the beer and then Ben.

The next morning at the prizegiving it



was confirmed we had done the double line and handicap.

A big thanks to Richmond Yacht Club, Onerahi Yacht Club, the sponsors and competitors. Also a special big thanks to Tony and Chree Barker and Mark Becroft for getting the car and trailer to Marsden Cove..



GULF TRIANGLE REPORT

BY NICK ROBERTS, AKONGA



The Gulf Triangle Singlehanded Race, hosted by Richmond Yacht Club, had its second running this year.

I remember heading off to work and seeing the boats getting ready to go last year and committing to myself that I would do that race in 2022. The course was run in three legs – Auckland to Whangarei on Friday 4th March, Whangarei to Great Barrier on Saturday 5th March and Great Barrier to Auckland on Sunday 6th March.

Leg 1

Doubling with the Route 66 coastal race meant the start was a busy affair. That said, the breeze was very light and I ended up taking some time to get over the line after heading the wrong way on a tide that was still incoming. Tuatahi and Favourite started well and got well positioned to the east of the course from where the breeze was expected to fill in. Rodney in Peppermint Planet got away to what looked like a blinder before finding a temporary hole in the breeze abeam of the container terminal before the breeze filled in.

After a couple of quick tacks, I could lay North Head and ease sheets for a game of catchup with Tuatahi and Favourite: the two bigger single-handed boats doing the Route 66. It was surprising to be headed at Tiri and I took over steering from the autohelm to be sure we changed modes well and would lay Kawau. Abeam of Flat Rock was sprung sheets again and a



fast ride with time for some tuna wraps and ginger beer for lunch. Tuatahi and Favourite ahead of me looked to have got sucked into a very light patch inside Cape Rodney and I chose to stay seaward and for a moment it felt like I may have found a passing lane.

Alas, they managed to get going before I could pass. Beautiful fast two-sail reaching ensued all the way into Buoy #7 before finishing at Buoy #9. Having been warned how shallow it can be near #9 I was sure to turn hard left to get the sails down in the channel which had a strong incoming tide helping us finish. Tony on Monotone enjoyed the conditions and overcame some autohelm challenges to come away with a win on PHS for Leg 1 of the triangle. After a poor start I was very happy to come away with a 2nd on PHS. The friendly team at Marsden Cove Marina were on hand to help the single-handed boats get safely into their berths. The famous bottle of Mount Gay Rum with a special Route 66 label was a welcome gift for finishing boats and certainly made me welcome when I joined in with a buck's party on the catamaran Superbad !!!

Leg 2

A big breakfast was served and after a short briefing it was time for us to get out to the start line at #9 for a 10.30am start. Commodore Richard Limbrick, always on hand for some sage advice, kindly came out to help me get away from the marina berth cleanly. We got



a close look at an exiting container ship shortly before the start and it was very clear that barging at the pin end of the line was definitely allowed when you are that big!



The start was a quick affair with a broad reach and only a momentary lull at Buoy #7 before we were on the breeze and heading into a very bumpy sea state to leave the Jurassic Whangarei Heads behind. We laid Sail Rock, a mark of the course, with just sprung sheets, before hardening up into a consistent 20-knot easterly breeze and very unforgiving sea state. There were some big bangs and a lot of water across the decks and the sea state demanded that I sail the boat a little freer than I would like but this ensured we kept boat speed high. Feeling the effects of a few rums the night before, ginger beer and dried pineapple and banana kept me going during the morning. At times the breeze looked like it might allow us to lay Little Barrier but as the afternoon progressed it became apparent that I would need to put a little dig into the north before heading back to windward of Little Barrier. After successfully executing those two tacks, it was time to pop a curried chicken pie in the oven while also being careful not to spoil my appetite for the BBQ dinner being prepared by the boys on the finish boat, Murphy's Law, in Port Abercrombie.



Once inside Little Barrier and heading east toward Barrier the sea state vastly improved, the breeze dropped a bit, and I was able to power up the boat and go for some height. Despite lots of knocks getting into Port Abercrombie it was a welcome relief to finish and I was wrapped to have won on the line and to get phone calls from my parents in Sydney, my wife in Cambridge and Richard Limbrick in Auckland who had all been watching us on the PredictWind tracker throughout the



day. Once at anchor I was treated to a spectacular sunset only made better by being able to watch Damon on Ora Rosa, flanked by a brilliant orange light, finish after a very long day at sea. Kevin from the finish boat picked us up for a BBQ dinner and beers (read rum) on board Murphy's Law where we were able to watch the remaining boats finish. Was a real treat to help Trish on Chico Too raft up after a long day and she made light work of the delicious steak sandwich served up by Hans on the BBQ.

Leg 3

A delicious breakfast of eggs, bacon and hash browns was served on board Murphy's Law before heading out for a 9.30am start. It was a magnificent morning with breeze forecast to be on our shoulder all day, promising a sleigh ride all the way home. Rodney on Peppermint Planet showed a clean

pair of heels early and ultimately came away with the win on line and handicap for the leg back to Auckland. Tony on Monotone also got into the action and pulled away from Akonga early before some sail change challenges saw us reel him in. I had a few challenges with a gennaker as well and by the time I really got going with my code zero up, there was going to be no catching Rodney. A quick gybe at North Head and we were home. I slept like a log on Sunday night and was very excited to wake to the news that I had won on line and handicap for the Gulf Triangle. Thanks to the whole team at Richmond Yacht Club for all their efforts staging the Route 66 and Gulf Triangle and to Excel Refrigeration for their support. To Kevin, Hans and Keith for their efforts on Murphy's Law as finish boat at Barrier as well as their hospitality for dinner and breakfast a massive thank you! ■



ROUTE 66: 2022 PHOTOS

A selection of photos from 2022's race and prizegiving.

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





CONGRATS TO 2022'S WINNERS



CRUISING TO PIEMELON BAY, WAIHEKE

BY STEVE MORRISS, BELLE

The last cruising race of 2021-2022 summer session was all set to be a cracker.

The destination was set a few days prior as Piemelon Bay, Waiheke Island. With a strong 20-knot south west wind forecast, it wasn't going to take too long. The bay would offer a sheltered spot for the beach BBQ after the race and is one of the favoured race options. When the morning arrived the sunshine was out in full. I did the food provisioning the night before, and thanks to our

friends at Yachtshare who sponsored this event, the food budget allowed for steaks instead of just the sausages. Thanks to Bill and Haley for operating Taipan, we loaded up the provisions and equipment in the morning.

I headed out of Westhaven in Belle for the start with my regular racing crew, Liz and Jacky you know on the committee and Graeme who I poached from the Friday Night Special programme. Its hard to know how many boats were coming out for the day but we were soon joined by Peppermint Planet, Roadrunner, Chain Reaction and Dream Machine. So I was relieved to have enough people for a beach party.

Trish was in the tower to start us off at 10am. With a strong SW breeze no one put up any extra sails. We started with our No. 1 headsail and a 1st reef in the main which kept us on an even keel reaching down the harbour.



Peppermint Planet led us out of the harbour, getting pretty lively in the gusts and starting to stretch ahead of the fleet. It took the other two Young 11s until Beam Rock to catch then overtake us with Dream Machine close behind us. As we approached Motuihe Channel we started to get a trailing swell. This propelled us forward with a surge to reach our top speed for the day of 10 knots. The swell subsided as we sailed into the lee of Waiheke and the boat speed also dropped off too as the wind eased a bit. The finish line of Taipan anchored off Thompson's Point came up quickly. All the boats finished relatively close together between 2:02hrs and 2:23hrs.

We kept sailing towards Piemelon bay. Bill and Haley on Taipan ferried my Belle crew and I to the beach to setup in the BBQ spot in the corner of the Bay. We soon welcomed Graham and Maria on Chain Reaction, as well as Rodney and Shadow on Peppermint Planet. Mark on Heartbeat who didn't do the race joined us for the beach BBQ too. It was a fantastic spot and we set up the California sand bag game and Petanque court.

I quickly turned my attention to the BBQ to feed the troops. The sausages and steak sandwiches went down well. With a few quiet beers everyone settled into a relaxing afternoon of great conversation, games, walks along the beach and a few of us were game enough for a swim. Shadow provided great entertainment, chasing a ball, digging holes and bouncing around the place.

It's a bit cliché but time did fly when we were having fun. As the sun started to disappear around the corner a single thought must have simultaneously popped into everyone's heads. Graeme had barely finished his question, "Should we



collect some firewood before it gets dark?" and all the guys instantly leapt to their feet in a single movement as if driven by some primeval urge to make fire. The women turned to each other in amusement with this display of our amazing hunter-gatherer abilities.

One of Shadow's freshly dug holes made the perfect fire pit. Luckily, we had a fireman in our presence to give us a verbal fire permit to light the fire. There's nothing quite like a good campfire to bring everyone together. The evening was topped off thanks to Mark, this sprightly young 84-year-old skirting around the fire offering out pieces of chocolate.

Such an amazing weekend and privilege to hang out with a great group of like-minded people. Looking forward to doing it again and hope to see more members out on the water in the future. 🍷

THE SEABIRD

BY JO DOOLEY

18 months ago I inherited a 3.2m Seabird sailing dinghy. It was given to me by a woman whose name is Jackie, who no longer had a need for it and who knew I was learning to sail and thought I might like it.

I instantly fell in love with it and I was really interested in the history of these dinghies. After a bit of reading I found out that they were made by a company based in Porana Road, Wairau Valley.

Tony Mair had met 2 boat builders, Brian White and Steve Worsefold, who were selling dinghy moulds for GRP (grass-reinforced plastic/



polymer) construction. He invited his older brother David to join forces and they named their company Dinghy Developments and their GRP dinghies 'Seabird'. During their construction, the majority of the hulls were very colourful, and kauri was used for the gunwales, seats, centreboards and rudders. These dinghies are able to be rowed, sailed or motored and over 6000 were built.

My enthusiasm to have it, combined with my untrained eye, completely overlooked the rotting gunwales and seats. However, I got it out on the water a couple of times and had a fantastic time. I got to put into practice some of the things I had been learning as a new sailor and really enjoyed the challenge of being in a little boat.

Quite quickly bits of old wood began to literally disintegrate before my eyes, some bits even dropping off when I was sailing. When I took the rudder off after my last sail and the whole wooden part of the transom came off, it finally sunk in that I needed to do something. I found Richard Edlin, a boat builder in Matakohē and took it along for him to have a look at. He was silent for what seemed an indeterminable amount of time and this started to really worry me. Then, he looked at me and said

“what a beautiful little boat this is”.

I left it with him so he could quote a price for repairs and after hearing from him I ummed and ahhhhed for ages because it seemed a ridiculous amount of money I had never planned on spending. We agreed that he would replace all the timber and repaint the hull and I would varnish the timber and paint the inside.

And so began days of work after he delivered it back to me. It was being stored out of Auckland so the whole process has taken months. Lockdowns pushed it out even further. I sanded and varnished and sanded and varnished, becoming completely obsessed as I went along. I ended up applying 11 coats of varnish in total including the rudder, centreboard, seats and old oars that came with the boat. The inside of the hull got an undercoat and 2 top coats. While it was at Matakoho there was the opportunity to change the colour of the hull. After having read about the Mair Brothers it seemed only right to keep it exactly the same colour it was

when they made it.

This project is finished now and I have loved everything about it and I'm delighted with the end result. One thing that small boats have in common with big boats is that relative to their size, you're going to spend more money than you thought you would and your project is going to take a lot longer than you planned. But, more than anything, it has reinforced my understanding of the love that yachties have for their boats. It does take money and time fixing things and doing maintenance but this experience has been worth it.

When I sail it now it reminds me of a book I read in the 90s called 'First You Have to Row A Little Boat'. The author is a grown man reflecting on what learning to sail taught him about life. Every small thing you do in a little boat changes what the boat does, sometimes quite significantly. I think life is like that. One small thing you do can have a big impact on what happens around you. This is my beautiful Seabird, lovingly restored.. ►





UNDESIRED PARK-UPS
DURING WEDNESDAY RACING





Officers

PRESIDENT **Hans Swete** – Transformer
COMMODORE **Richard Limbrick** – Cool Change
VICE COMMODORE **Chris Crone** – Taitua
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

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

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



Thank you to our generous sponsors.

