

PLAIN SAILING

NOVEMBER 2021



RICHMOND
YACHT CLUB



FROM THE FLAG

BY RICHARD LIMBRICK
RYC COMMODORE



Greetings to all members as we continue to be limited in our movements around the city, in our access to our club and in running yachting events.

The current situation has severely impacted the activities of our club, including the final race of the Winter Series, Spring Regatta, Gold Cup racing, our Wednesday Night Series, our Friday Night Special Racing and our Singlehanded series.

Thanks to Rosy we were able to complete the skippers' Winter Series lucky draw for the DeWalt tool kit, online. Congratulations to John Marshall (Dream Machine) on being the lucky skipper.

I'd also like to extend a vote of thanks to Fosters Chandlery / Harken for the Winter Series prizes, and also to our sponsors of the Winter Series and individual race prizes: CRC

Industries NZ, New World Victoria Park and Sailutions. Kate will arrange contactless pickup of prizes from the club.

Although there is no racing currently, at least we are now able to access the marina and use our boats for recreational bubble sailing. I had hoped that we might have been able to proceed with the singlehanded racing however we have been told by Yachting NZ that organised racing events are not permitted.

Momentum in the FNS has been maintained through online sessions thanks to Rosy, Kate and Lou, and their guests, whose enthusiasm is keeping the series alive for those novices who are just bursting to get out on the water. So we wait and hope.

In the meantime, enjoy cruising and keep safe. ▶



THIS ISSUE

BY CHRIS CRONE
EDITOR

Welcome to the November 2021 issue of Plain Sailing.

It's been a frustrating couple of months for us all so it was heartening to see the entries into the Lockdown photo competition on the club Facebook page: congratulations to Mat Dunne whose photo is on this month's cover - Mat also won a bottle of Mount Gay for his efforts.

This month's issue has a distinct

maintenance theme: Jeremy talks about chainplates, Denholm describes his Coppercoat application and Pete's DIY story is sure to strike a chord with many readers! Metbob tells us about Suckers and Puffers, and new member Suzanne gives us an insight into sailing on the Med.

Two requests from me:

1. The same old one about sending in your stories for February's issue!
2. I'm looking for "backup": a Richmond member who is handy with Adobe Creative Suite and could step into my editing shoes if I'm ever away or incapacitated.

Thanks in advance for any help with either. Please email me at magazine@richmondyc.org.nz ■

SAVE THE DATE!

Plus, a warm welcome to Route 66's new sponsor for division 1st prizes: **Burnsco!**



A graphic banner for the Route 66 Coastal Yacht Race. The background features a stylized map of the coastline with green land and blue water. At the top, a shield-shaped logo contains the text 'MARSDEN COVE MARINA'. Below this, a large white banner with a blue border displays 'ROUTE 66' in bold blue letters. Underneath, another shield-shaped logo contains 'COASTAL YACHT RACE'. At the bottom, a wide white banner with a blue border displays 'FRIDAY 4TH MAR 2022' and '66NM FROM AUCKLAND TO WHANGAREI HEADS'. On the left and right sides of the bottom banner are the logos for the Royal Yacht Club (RYC) and the Otago Yacht Club (OYC).

BURNSCO

MARSDEN COVE MARINA
— WHANGAREI HARBOUR —

Safety at Sea

SALUTIONS

WELCOME



New Members

Rachel and Kieran Smith
General Family
Mint, Farr 38

Michael Paaue
General
Penury, Farr 1020



UPCOMING CALENDAR & EVENTS

Usually, there'd be a month-by-month list of upcoming events here, but with the current situation, it's too difficult to forecast when we can begin racing and socialising again.

Yachting New Zealand has comprehensive and up-to-date information on their webpage based on guidance from Covid19.govt.nz and Sport New Zealand's website.

A brief summary on YNZ's site is provided by David Abercrombie, YNZ chief executive:

We've had many people ask us about the rules in Auckland around keelboat and double-handed sailing. Our understanding of the guidelines outlined by Sport New Zealand are:

- *Recreation needs to be completed on the day*
- *Only one household can go yachting and boating together*
- *Organised events are not allowed*

Please bear these rules in mind whenever you're out on the water! ●



MAINTENANCE TIP 101: CHECK YOUR CHAIN PLATES

BY JEREMY COPE

Ahoy there, when did you last inspect your chainplates?

If you own a yacht you'll know what chainplates are. If you don't know then don't go sailing until you do.

Basically they are the fittings attached to your hull that the standing rigging is attached to or as Wikipedia puts it: A chainplate is a metal plate used to fasten a shroud or stay to the hull of a sailboat. One end of the chainplate is normally fastened to a turnbuckle which is connected to the shroud or stay, whereas the remainder of the chainplate normally has multiple holes that are bolted to the hull. This distributes the load across the hull, making it possible for a somewhat lighter hull to support the load of the shrouds and stays.



How do you inspect your chainplates?

You can look from the outside but that doesn't tell you the whole story: they might have a small rust stain but overall look fine. You need to take the bolts out and inspect them, one by one of course. If the bolt head breaks off and the nuts snap off and the bolts fall apart you know you have a problem. If this happens to 8 out of 10 bolts then you know you have a real problem and can't go sailing until it's fixed.

Yes this is what happened to me, they were on the to-do list but in the meantime there was racing to do! In hindsight I think I was bloody lucky I didn't lose the rig and I'd been up it a couple of times as well.

I had the work done by a boat builder who replaced the chainplates, checked the core and used slightly larger bolts in composite bushes so they're stronger than they've ever been. I have peace of mind for the next 10 years and now I can go sailing again.

Disclaimer: I'm a beginner when it comes to boat maintenance so do your own research before you do anything and if you have some good maintenance tips write a few words for Plain Sailing.

COPPERCOAT ANTIFOUL EXPERIENCE

BY DENHOLM HART

I have owned Comfortably Numb for nearly twenty years and been a member of RYC for possibly fifteen. I often don't find much time to contribute to the club but thought this article could be useful to someone considering a do-it-yourself Coppercoat Antifoul.

I was happy with the Altex No. 5 antifoul. I would prep and apply this myself every 12 to 18 months. Sadly on the last two occasions I applied the Altex in a rush on the floating dock in the cold and followed up with rain. I knew this would mean that a future Antifoul would never adhere properly. I now had a choice as all the old Antifoul had to be removed. I elected to give Coppercoat a try.

This was the process I undertook for the outdoor application of Coppercoat antifoul to our Alan Wright 7.7m Tracker (a fin keel yacht, water line 7.0m, beam 2.4m and draft 1.4m). It worked well for me.

Step 1:

Purchase:

Hemple High Protect
One 2.5 L kit equalled 2 coats

Coppercoat
Five 1 L kits equalled 5-6 coats



Step 2:

Day 1:

Booked the haul-out early morning and had the boat in the cradle on blocks in the wash-down area by 7am in conjunction with Strata Sodablasters' arrival at 7.30am. Soda is not generally used any more as it is regarded as too expensive. A form of powdered glass was used in my case.

The 15-plus years of annual antifoul was blasted off in less than three hours back to the Interprotect layer. Blasting guys did a great job. Used large tarpaulins around the boat and plastic sheet under the boat to capture and remove the old antifoul.

They then water-blasted the entire boat. All up time spent including setup to complete removal was 6-7 hours.

It surprised me how smooth the surface was. I thought it might have been more pitted. I then spent 4 hrs with a tungsten hand scraper removing the last 50mm strip of antifoul at water line. The blasters left this as they aren't keen on hitting topsides. I would suggest doing any repair work to the hull

now. I fortunately had minimal, a little bit to fill and fair on the keel.

Day 2:

From here it was easy to fair and I machine-sanded the entire underwater area in less than 6 hours and washed clean.

Next I used two layers and two widths of quality masking tape at water line: first layer 36mm wide and a second layer 20mm wide applied on top at water line. (I removed 20mm layer after second Hemple coat had almost dried and 36mm layer just before last coat of Coppercoat fully dried.)

Next I added a 100mm wide drip skirt around entire boat. 80mm above the water line I ran a strip of masking tape. Half of duct tape applied to masking tape and other

half to plastic dampcourse (30m x 100mm roll from Bunnings). I double-sided-tape small foam blocks under to wedge out skirt. Special attention was made at scuttle and anchorwell drain holes. This will help keep hull dry from morning dew or worst luck rain.

Step 3:

Weather required:

7 continuous dry days required:
2 for application plus
5 drying time.

Low humidity

Temperature for application:
minimum 10 °C at night, and
maximum 20 °C during the day.



Day 3:

Hempe Application - I applied the Hempe High Protect by roller myself. I used very accurate electronic scales and mixed half of 2.5 L kit with battery-drill-driven paint stirrer. This was very easy to apply quickly in a smooth even coat. This was applied mid-late morning at a temperature of approximately 14 °C.

It took less than an hour to do all underwater areas and by luck was exactly the right amount to do one full coat. At one hour, the Hempe was just starting to get stiffer on roller. A small brush was used minimally to get to areas the roller could not. I would suggest mixing quarters if temperature was higher or breeze.

Recoat/dry time on tin: 8 hours

Second coat was applied later that evening, the theory being that the following morning the Hempe being slightly soft/tacky due to the lower temperatures would have a better chemical bond with the Coppercoat and this did seem to be the case.

Note - I initially felt that I might be using the wrong roller sleeve as the first rolled coat of Hempe was just a little more stipply than the super-smooth finish I had imagined and was after. I stuck with the same 3/16 nap synthetic mohair sleeves for every coat and was glad I did, as every layer seemed to get smoother and by the final Coppercoat layer it is quite smooth.

Step 4:

Coppercoat Application - I was

going to do this myself as I'm confident with a roller and had watched a few Youtube clips of various people around the world applying Coppercoat. But as luck would have it the yard man is an experienced Coppercoat applicator and we applied the Coppercoat together. I was glad of his service as I learnt some great tips that I did not see on Youtube.

Tips:

Swap sides eg. if there are two people applying the Hempe or Coppercoat I would do port side only on one layer whilst other person does starboard side. The next layer I would do starboard side only and other person port side only etc.

The only mixing of Coppercoat I could see on Youtube was all done by hand stirring. No wonder some of the results are patchy. We used a battery drill driven paint stirrer and added the copper powder slowly into the mix. It is quick to get a good even consistency.

We mixed in 2 L plastic buckets and would pour from here only small amounts into the roller tray. Small amounts in tray meant copper would have little time to sink. A quick stir was given before each pour into tray. I am not sure why power stirring is not shown on any of the Youtube clips. My understanding is that aluminium oxide can become an explosive from a spark when mixing thus may not be a good idea to mix with a power device but I could not find anything on copper.

Aeration did not appear to be a problem.

We used electronic measuring

scales to get accurate weights for Hemple and Coppercoat.

We used quality 180 mm roller handles (Monarch from Bunnings) recommended as these are stiff - as I was instructed by applicator to apply Hemple and Coppercoat with more pressure than I usually would with paint. The Coppercoat went on thin.

We used 180 mm synthetic Mohair 3/16 nap roller sleeves (Linzer from Burnsco). Two new sleeves per coat with two new or cleaned roller trays per coat

2 L plastic mixing buckets from Bunnings could be cleaned between coats.

No isopropyl was used for thinning.

Ideally a light breeze day. A very light breeze when applying to Coppercoat (or Hemple) to hull and a stiff breeze between coats to assist drying to tacky. We controlled breeze with the use of plastic tarpaulins on the windward side of boat.

Day 4:

First Coppercoat layer we measured and mixed only half of 1 L kit. This 0.5 L was exactly the right amount to do entire underwater area, rolled thin it was barely visible. Rolled in less than half hour completed before 9am drying to tacky in approx. 45mins.

Second coat mixed 0.75 L kit measured and mixed and was the right amount. Looking a bit more patchy copper colour. Dry time to tacky approx 45 mins. Day now a bit warmer.

3rd, 4th and 5th coats all full 1 L kits each.

Drying times for 3rd and 4th coats approx 1 hr each.

Coat 5 applied 4.30pm took 2 hours to dry as day cooling. Coat 6 was remaining 0.75 L Coppercoat kit.

Step 5:

Five full days of drying followed.

Pre-relaunching the entire Coppercoat was scrubbed with a (brown = coarse) doodlebug on a pole in less than half an hour. This was instead of any fine sandpaper suggested in guidelines to expose copper.

Overall due to great Auckland weather for November, the boat was out and back in the water ten days later.

This was done November 2020 and so far Coppercoat is working well for me. What I have mainly observed is that the growth to the hull comes back a bit quicker after a clean off than the No.5. The growth gets to about 10 mm long all over and won't fall off readily by travelling only. The growth does come off very easily with any gentle rub. I have made a brush with a long curved handle that I can reach all of the hull and much of the keel.

In theory with the Epoxy Coppercoat I should be able to lightly brush or water blast as much as I like and all up I should save about half on the cost to antifoul over a 10 year period. ■

SPRING MAINTENANCE, OR, REPLACING AN LED READING LIGHT, COVID-STYLE

BY PETER LOCKE



First things first.

Order the replacement reading light with a click-and-collect web order from Burnsco. Arrive at Burnsco to collect the item, wait in line for the other shoppers who insist on asking for small screws to match their sample.

Once at the front of the queue, happily display the web order details only to be told that they need your driver's licence. OK, so with a mask on, I am not quite sure how photo ID works, plus the fact that I am now 14 weeks overdue a haircut and have grown a beard. Anyhoo, off to the car to fetch said licence only to find that you are now at back of the queue again as other intrepid shoppers have now occupied your slot.

On the way back to the boat, since it is spring and the weather is actually warm and not too windy, a stop at the coffee container beckons. Without too much drama, we are at the boat ready for a day of DIY.

When doing any yachting DIY I find it best to get the tube of white Sikaflex, and apply a small blob to the sole of your foot and walk around the grey deck. This it is bound to happen sooner or later, so I find it best to just get it over and done with as soon as possible.

Once all the offending splotches have been cleaned up, back to 'fitting the shiny new light'.

This is when you realise that although you thought you had plenty of small stainless screws in one of those little Burnsco packets, it looks like they are either at home, or tucked away in the locker. Bugger, back to Burnsco, and pretend not to have been judgmental of the shoppers queuing up for a small stainless screw or two.

Back to the boat, where suddenly your mate has appeared for some spring cleaning. He beckons you over to join him for a quick beer. Since we can now have picnics, sitting at least two metres apart on opposite sides of the cockpit, what could be better? The beer is warmish, but the company is great and one beer leads to a second.

Once the rum and Coke is finished, I realise it's become a bit chilly and pop off back to the boat to find something warmer. A quick look at the time on the phone, and OH MY GOODNESS it's nearly 6 o'clock. I have 25 minutes to get home to celebrate my wife's Uncle Bob's 70th cyber Zoom celebration!

For the life of me, I can't fathom where the time goes to while doing DIY down at Westhaven. ▶



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SUCKERS AND PUFFERS

BY BOB MCDAVITT
(AKA METBOB)

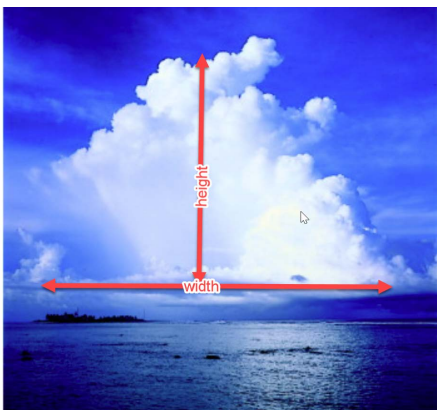
Can you tell the difference between a sucker cloud and a puffer cloud?

Clouds that grow upwards into the sky are called cumulus clouds.

They start off as fluffy white ones, Type A:



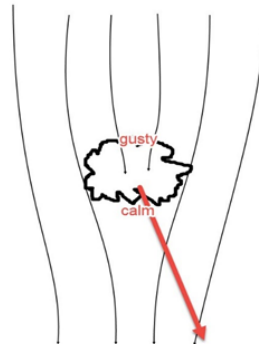
Once they get sufficiently tall they produce a shower of rain, Type B:



(PHOTOS FROM WWW.SCIENCEDIRECT.COM/ TOPICS/EARTH-AND-PLANETARY-SCIENCES/ CUMULUS-CLOUDS)

If conditions are strongly unstable this shower may become heavy, perhaps with hail, or thundery or squally.

These type A clouds can be called suckers because they have a zone of calm on their leading edge. As a sucker approaches you, the wind speed drops. When you see these clouds, try and sail between them rather than under them. Here is a bird's eye view of a sucker cloud with its surface wind flow, red arrow shows direction of cloud movement:



Note that as you look into the surface wind, the cloud will creep to the right (in the southern hemisphere). This is because it is propelled by the stronger upper winds. Friction causes the surface wind to “leak to low pressure” and to be to the left of the winds aloft. When sailing upwind, put the wind on starboard (go left) to avoid the approaching calm, and aim for the LEFT edge of the cloud to catch the extra winds on its rear.

The type B clouds can be called

puffers. Once the turrets grow to be taller than their base, they can start producing rain in the colder upper region and as this rain falls, it drags with it a downdraft that fans out from the rear end of the cloud like a waterfall, gushing in front of the cloud.

As a puffer approaches you, surface winds increase suddenly. There is a direction-shift around the shoulders of the cloud, and a huge calm zone that trails behind it.

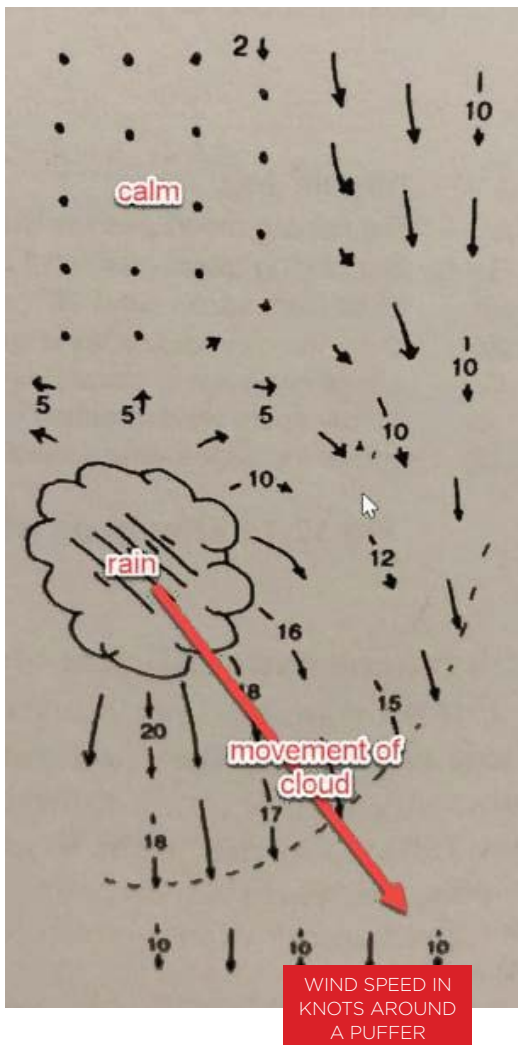
When sailing upwind into an approaching puffer, remember to do the "squall checklist":

- put things away
- reef the rig
- check the compass
- and watch the wind on the water ahead

When the first puff of the downdraft appears, put the wind on starboard (go left) so that we are moving away from the puffer. We may get lifted for a few minutes as we go around the shoulder of the cloud but keep aiming to the left so we avoid being caught in the trailing calm zone.

If a puffer cloud is chasing and catching you, then the same avoidance strategy applies: do your squall checklist, then put the wind on starboard (go right) so that we are moving away from the puffer.

In the tropics, the steering flow aloft may be from a completely different direction of the surface winds, usually twisting the showers away from the equator, so the avoidance strategy is to go equator-wards. 🏹



For more information on weather for cruising sailors, particularly those in the South Pacific, visit Bob's blog at: metbob.wordpress.com

MEDITERRANEAN SAILING ADVENTURES

BY SUZANNE BOURKE
SAILING AWAY SCHOOL OF SAILING

**For an overseas sailing adventure,
nothing beats a Mediterranean
charter.**

As a yachting instructor, I have spent three seasons teaching sailing in Greece and Croatia. They are wonderful places to visit and the sailing ticks all the boxes, with great weather and beautiful scenery. All you need is your ICC – more about that

below.

I ended up in the Mediterranean through my sailing school. For the past seventeen years I have operated Sailing Away School of Sailing, a Royal Yachting Association (RYA) Sail Cruising School, from Westhaven. Sailing Away teaches beginners through to advanced sailors to confidently sail a keelboat and gain international RYA qualifications.

The Hauraki Gulf, with its enclosed waters, offers a safe learning environment and the ideal ‘classroom’ for those learning to sail or improving their skills. Every day offers new experiences and places to visit.

If you are new to sailing, or keen to lift your sailing skills, Sailing Away School of Sailing offers a ten-hour RYA Start





Yachting course, that will get you confidently handling a keelboat.

Running an RYA school has provided me with the opportunity to travel to the Mediterranean and teach sailing at other RYA sailing schools in Greece and Croatia.

In Greece I was based on the island of Aegina, which is the closest island to the port of Athens. It was a fabulous experience running five-day, four-night RYA Competent Crew and Day Skipper practical courses, around a group of islands in the Aegean Sea.

The following two winters I was based off the coast of Croatia, on the outskirts of Split. Each week I would take five-day, four-night RYA courses around the idyllic group of islands on the Croatian coast.

If you are planning a charter in the

Mediterranean, the coastline near Split and the surrounding islands offers similar sailing to that found in the Hauraki Gulf. There are 1,200 islands on the Croatian coast and 80% are uninhabited. The islands are close together, so it is easy to plan a trip, which includes anchoring for lunch at a deserted island, and then sailing to the next island for the night.

In the evenings you have the choice of anchoring for the night in another beautiful, isolated bay, or going into a quaint little fishing village. There you can 'Mediterranean moor', with a fixed line from the sea floor onto your bow and your stern backed in and secured to the sea wall.

If you are going to the Mediterranean because you want a European experience, with forts, castles, and beautiful little fishing villages, combined with amazing local cuisine, then chartering from the Split area is my recommendation. I look forward to exploring more of the Croatian coast in the future.

There is one important thing you need to do before leaving on your Mediterranean adventure - you need to gain a recreational skipper's ticket. This is called an International Certificate of Competence (ICC). You can't charter or buy a boat in the Med without an ICC.

Experienced sailors can come to Sailing Away School of Sailing and undertake a three hour on water assessment, to gain an ICC. As a prerequisite for the ICC, you need to have navigation, tidal, and seamanship theory knowledge to the level of NZ Coastguard Boatmaster Theory.

I would welcome the opportunity to discuss with members sailing in the Mediterranean and how to get an ICC. For more information and contact details visit: www.sailingaway.co.nz ►

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