

PLAIN SAILING

SEPTEMBER 2024



RICHMOND
YACHT CLUB



FROM THE FLAG

BY CHRIS CRONE
RYC COMMODORE

It certainly has been a busy few months at the Club.

On 1st September, we concluded our Winter Series, sponsored by our friends at CRC, New World Victoria Park and Burnsco. Weather can of course be hit-or-miss at this time of year, but the sun shone and everyone had a great day out on the water. Congratulations to all winners!

There was very little rest for the wicked, however! A great deal of work goes into the preparation for a new sailing season, and the preparation for 2024-25 was no different. Thanks to everyone who has contributed to putting the new season together, though I would like to single out our race officers, led by Andrew Burr and our Handbook editors, Rodney and Kate Janes, for their dedication in crossing the t's and dotting the i's of all the race documents.

Thanks to all club members who have paid their subs already - and I remind you all to check out the Sail Pass this year. It really is remarkable value: \$250



covers free entry to a huge number of races - including this year the 3x3 Summer Blast - and half-price entry to others. It's only available until 31 October 2024, so visit our website (richmondyc.org.nz > Sailing > Sail Pass) to find out the details.

Have a good read of the Club Handbook this year - there have been a few changes to some events, most notably the 3x3 Summer Blast with new pursuit-style racing, and the Cruising Events with the return of the Kawau Night Race! Note also the tweaks to divisions in the Wednesday Night Series, with A and B divisions combined.

I'm looking forward to an exciting season of racing on the water and social events off the water. SailGP is coming to Auckland in January so keep an eye on our weekly newsletter and Facebook page for more information on what RYC is up to!

See you on the water or up at the club! ▶

THIS ISSUE

BY DERYN WILLIAMS
EDITOR

Welcome to the September 2024 issue of Plain Sailing.

In this issue, we farewell two long-term club members and welcome a new batch of Friday Night Special crew.

Rodney wraps up the winter season racing, while David shares the thrills of the Quiz night.

Russell sends us a postcard from Barcelona, where he's enjoying the America's Cup racing, and Andy takes a stormy overnight trip up to the Bay of Islands.

MetBob explains what kind of weather to expect from a High.

For those I haven't met yet, I sail with my partner Alex on our boat *Yardarm*, and crew on Trish's *Chico Too*. I've just discovered the hidden treasure of the museum-worthy industrial sewing machine hiding down in the RYC

workshop, and made some creative repairs on our spray dodger.

Really looking forward to the sunny sailing season, especially the 3x3 Summer Blast - see you out there on the water!

I am very grateful for all the contributions to the magazine, please keep them coming - any mistakes you find are my own, just like my sewing!



Please submit articles to magazine@richmondyc.org.nz ▶

IN MEMORIAM

RYC COMMITTEE

We on the RYC Committee were saddened to hear of the passing of life member Lesley Coldwell and honorary member Ken Speer in July.

Lesley and Bob were a great team and contributed to RYC in many ways.

They were involved in starting many of the family cruising races and for many years helped out with the Wednesday night racing. Lesley's work life involved working with numbers and her recording of boat finish times was meticulous. Lesley was also an early editor of Plain Sailing and in more recent times was involved with the folding and posting of the club magazine, either at the club, where a group of volunteers would gather to

perform the task, or at their home. They were regular attendees of the informal lunch gatherings on Mondays and the monthly lunches held on the first Wednesdays of the month.

Ken owned Jan Maree, RYC's patrol boat for many years before Taipan. He and Paul Edwards ran the boat and were also an integral part of our family cruising races - even supplying the music at the barbecues for dancing! Paul has many photos and videos of those races and we look forward to sharing those in a future issue of Plain Sailing. ▶



WELCOME



New Members

Penny Whiting
General

Suzie Funk
General
Persevere,
Hanse 54

Ed Ayre
General
Lucifer,
Demon 8.5

**John and Mary
Richardson**
General Family
YINKA, Ray Beale

Andrew Hall
Associate
Prawn Broker,
Young 9.4

Daryl Bryant
Associate
Catalyst,
Cavalier 32

Keiley Thompson
Junior

New Crew Members

Jamie Ward

Hugo (Cheuk Sze) Lam

Matteo Gratton

Melissa Valnegri

Moby Shepherd

Andrea Ruggieri

Alice Yu

Sarah Co

Josh Pate

George Churton

Cameron Baudinet

Sebastian Baudinet

Natasha Dikstaal

Rebecca Shipton-
Ashwell

Felix Saucedo

Victoria Fletcher

Jennifer Sullivan

Tia Jones

Eilish Jones

Ben Meadows

Chris McLeod

UPCOMING CALENDAR & EVENTS

October 2024

2nd Pot Luck Lunch

2nd Wed Night Series Race 1

3rd Single-handed Series Briefing

11th Victoria Friday Night Special
Briefing

12th-13th Single-handed Series
Races 1 & 2

16th Wed Night Series Race 2

18th Victoria Friday Night Special 1

25th Coastal Classic - Multi-hull YC

30th Wed Night Series Race 3

November 2024

1st Victoria Friday Night Special 2

3rd Harbour Short-handed Race +
Single-handed Series Race 3

6th Pot Luck Lunch

8th Victoria Friday Night Special 3

13th Wed Night Series Race 4

15th-16th 3x3 Summer Blast

22nd Victoria Friday Night Special 4

27th Wed Night Series Race 5

30th Cruising Event (Sir Peter Blake
Memorial) & Single-handed
Series Races 4 & 5

December 2024

4th Pot Luck Lunch

6th Victoria Friday Night Special 5

11th Wed Night Series Race 6

13th Victoria Friday Night Special 6



2024 WINTER WRAP UP

BY RODNEY JANES,
PEPPERMINT PLANET

Another enjoyable and highly successful Winter Series has come to a close.

An average fleet size of 40 boats, competing across 5 divisions, saw some excellent match ups. Mother Nature provided the full range of conditions - we had it all - drifting along in displacement mode, or surfing down waves in 35-knot gusts, freezing cold driving rain to finish with warm 'n' sunny on the first day of Spring.

Division A was the most hotly contested with a three way tie leading into race 9. After a night of thunder, lightning and torrential rain, we enjoyed a dry, sunny westerly breeze as we circumnavigated Motuihe. A faultless performance saw Apparition win the race and the series, ahead of Katana and Chain Reaction.

Division B was taken in dominant fashion by Flashwave winning race 9 and the series by a whopping 20 points over Carpe Diem, with Patere third.

Division C was a close affair, but ultimately the cream rose to the top and the all-women crew aboard Chico Too took the series leapfrogging Manawa, with Cool Change third.

The No Extras division was won by Oro Rosa, well sailed two-handed, followed by About Time and Perchance.

Multi-hull winner was Lucifer who displayed commitment by completing 8 of 9 races.

How do the Winter Series results translate into Club Champion points? The race to the Noel Cole Trophy.

- Apparition, Flashwave, Cool Change and Oro Rosa are leading the way with the maximum 3 points each.
- Closely followed by Chico Too, Chain Reaction, Manawa and Peppermint Planet with 4 points.
- Crocodile, Katana, About Time and Perchance have 5 points.
- Flojo and Sigma II have 6 points.

It's extremely close and there's plenty to sail for throughout the summer. Winter points are locked in, now it's time to race for your 3 best Wednesday nights and 3 best weekend results. Looking forward to a summer of uninterrupted sailing events - racing, cruising, BBQs and a cheeky rum, as well as RYC camaraderie on and off the water. ■



QUIZ NIGHT SHOWDOWN

BY DAVID HENNESSY, PERCHANCE



On an unseasonably warm and windless Friday evening, eight teams of Richmond's finest gathered for the much-anticipated Battle of the Wits - Quiz Night 2024!

From trivia enthusiasts to casual participants, the atmosphere was buzzing. Those who dominate on the water had reputations to defend and the challengers were set to topple them on land.

The club house was transformed to an all-you-can-eat buffet with outstanding Indian curry organised by Andy Bevan from Paradise in Sandringham. The bar was opened, the teams settled in, tactics were discussed and Quiz Master bribes were graciously declined.

The first challenge for the evening was set, with team devising names that showcased their unique abilities. Trannie Hasbeens, Flashies, Prestige WorldWide, Timeout, Who Farted, Apparition, The Changelings and The Sweet Chariots were now ready to compete.

The charismatic captain of trivia, Chris Crone, took centre stage supported by commander and judge, Jacky Bush. The Quiz Master duo were ready to lay down the evening's mission.

The Sweet Chariots and Timeout got off to a sizzling start displaying their knowledge of international flags. Not to be left behind, Who Farted made an early break from the crowd proving they know everything about nothing in the general knowledge round. Prestige

Worldwide picked up the pace in round three showing off their talents in geography, and the Tranny Hasbeens won the entertainment round - no surprises there! Apparition were keen to show off their length, draft and tonnage prowess in the numbers round, and the Changelings bought some culture and class back to the evening by taking out the art and literature round. The Changelings and Flashies cunningly worked the tactics, doubling their high scores in the science and nature rounds, but the final round on history proved to be a real game-changer, with Who Farted showcasing their supreme knowledge and historical buffness.

After a nail-biting deliberation, the scores were announced. The Changelings, led valiantly by Richard, took out third place. Apparition established they had more substance than their name for second, but claiming first place was the explosive and formidable Who Farted team.

As the evening drew to a close, the cheers and laughter echoed through the clubhouse, a testament to the fierce competition that defined Quiz Night 2024.

Special thanks to all those that supported the effort, from organising the meal, designing the quiz, tallying the score, supplying the prizes, manning the bar and helping with the tidy up.

Photos on last page... ■

POSTCARD FROM BARCELONA

BY RUSSELL HAWKEN



America's Cup - up close and personal.

We have been in Barcelona a few weeks now and a number of people have been asking what is it like here and how can you stay so long? (We are here until the end of October - after the America's Cup is 'done and dusted'!)

Now having settled in I can answer those queries with more than just first impressions. Barcelona is great! What an amazing city, and with so much focus on the sea. Basically, Barcelona stretches north along the Mediterranean and has approximately 5 kilometres of city beaches.

As an architect, there is plenty for me here - with buildings still standing from 550BC through to 'interventions' by modern architects like Gehry, Rogers and Nouvel. And of course all the Gaudi buildings (e.g. Sagrada Familia) and gardens (e.g. Parc Guell) - that first brought

me to Barcelona last century. So, between the Louis Vuitton round robins and semi finals, there are plenty of buildings for me to admire, the city to kick back in and enjoy, and the numerous parks and gardens!

Our apartment is in Poblenou - a former industrial area adjacent to the city. We have a 13-minute walk down Rambla Poblenou to an America's Cup Fan Zone. From there we have been able to watch the racing (generally the finish line has been just off the beach) and also refer to a big screen to get any



information that we have been unable to see on the water. Once you make allowance for the 12 seconds TV delay, it seems to me that it is the best of both worlds - and refreshments are on hand to boot!

On days that we have gone to Port Vell (where the teams are based, and only 3 Metro stops away), the 'dockouts' are amazing. Ineos Britannia make the most noise with their fans using the hooters on their boats so that everyone around the area knows that the Brits are heading out (Port Vell is at the bottom of La Rambla adjacent to the Columbus column, for those of you that know Barcelona). Great

atmosphere and the "Kiwi Corner" (adjacent to the ETNZ Base) apparently has been lively whenever ETNZ has gone out.

The AC racing has been amazing. Even the round robins had exciting races and the semifinals have not been a straight walkover by any team! Alinghi did well and much better than expected as they were seen as the underdog. They have "Boat One" on display outside their base. (Boat One is the first AC75, built by ETNZ, and subsequently sold to Alinghi). As expected, Ineos Britannia has made it through to the final of the Louis Vuitton - but not without a few scares for them. Luna Rosa and American Magic - it could not have been scripted better! A few Brits that I have talked to want American Magic to beat Luna Rosa - as they think the Americans will be easier to beat in the final! All very



exciting. However, the last day played out as expected with Luna Rosa leading the whole race. So Luna Rosa and Ineos Britannia in the Louis Vuitton Finals - roll on next week!

Amazing city, easy to get around, full of people, and Port Vell, Port Olympic and the fan zones all pumping every race day!

(Postcard dated 19th Sep) ■



BE IN TO WIN
\$10,000*

PURCHASE ANY PRODUCT FROM **EVAPO-RUST** Heavy-Duty Rust Remover

CRC

BEFORE **AFTER**

EVAPO-RUST RUST REMOVER SPRAY GEL

*Purchase any product from the CRC EVAPO-RUST range and enter on the CRC website to go into the draw to win a total of \$10,000 in Prezzi gift cards. Visit www.crc.co.nz for full terms and conditions including products which qualify. Promotional period: 01/10/2024 to 31/12/2024. Entries close: 13/01/2025.



TOGETHER, WE GET IT DONE.™



SCAN TO ENTER
crc.co.nz

DELIVERY TO BAY OF ISLANDS

BY ANDY BEVAN, ATAMAI

Operation IPIRIRI - Migrating Atamai to the Bay of Islands - A night adventure!

At 1300h on Friday, 30th August, with Skipper and delivery crew, the good ship Atamai gracefully slipped the dock at Westhaven, setting sail northwards to Opuia, her new home in the Bay of Islands, via Russell. Operation IPIRIRI was a 'go'. Departing the City of Sails, the weather was favourable, and spirits were high. Atamai cut through the waters with grace, leaving Auckland's skyline fading into the distance. The first leg of the journey began with a lovely reach up the Hauraki Gulf, the kind that makes you feel like a seasoned sailor, until the wind decided to take a nap at sunset. Cue the motor-sailing.

The crew enjoyed an exceptional meal plan, which was a delight, especially when accompanied by dolphins across Bream Bay. These playful creatures seemed to be auditioning for a marine ballet, much to the first night watch's amusement.

With a new moon, and darkening clouds, we were thrust into pitch



blackness heading north toward Tutukaka. It felt like sailing through a velvet curtain, with only the chart plotter and our trusty navigation lights to guide us, adding to the eerie atmosphere. As midnight approached, so did a brewing tempest, more aggressive than foreseen.

In the early hours of Saturday, we encountered a thunderstorm that could have been straight out of a horror movie. Lightning streaked across the sky, and thunderclaps resonated like war drums. Lightning all around us momentarily turned the pitch blackness into a strobe-lit dance floor. Despite the chaos, we managed to resume sailing, feeling like true adventurers. The possibility of being struck by the lightning, and the consequences, however, became the unspoken theme that was inevitably on everybody's mind.

As dawn broke, we found ourselves south of Cape Brett, with a strong, albeit expected norwester on the nose. The daylight revealed just how rough the conditions were as another squall blew through, hitting 40 knots. The conditions grew even more daunting, with the yacht requiring precision helming to confront the seas, which were now building upwards of three meters; they were angry and confused, much like a toddler denied their favourite toy. Amidst the turmoil however, a crew member spotted a

whale, which was a brief but welcome distraction.

Yet, Atamai was not to be underestimated. The meticulous safety and planning paid off as the crew navigated through the chaos with a calmness that belied the situation. Every manoeuvre was a testament to their extensive preparation, every decision a reflection of their collective wisdom. So, we persevered and managed to get through the Cape, though the swells were relentless. It was a delight to spot an albatross flirting above the breaking waves, and finally, with Tapeka Point in our cross-hairs we motor-sailed the rollercoaster. Another pod of dolphins accompanied us, this time to welcome us into the Bay. Underway on this passage for nearly 21 hours, we spotted no other shipping or maritime activity throughout the entire trip as it was definitely not fair-weather sailing. There was certainly no intent on us breaking any Coastal Classic records as this



became an adventure cruise and somewhat sea safari.

The passage planning and preparation for the voyage and migration of berthing was almost a commercial project within itself, involving meticulous administration and necessary mechanical repairs. It was a testament to the crew's dedication and perhaps a hint of their love for adventure peppered with danger, or maybe just their fondness for dolphins, good food and the occasional rum... ■



TEN REASONS TO HATE A HIGH

BY BOB "METBOB" MCDAVITT

That High which passed slowly over NZ during July broke a record.

The highest barometric pressure ever measured in Aotearoa/New Zealand is now 1046.5 hPa at Ranfurly on 10 July.

This beats a 135-year-old record of 1046hPa held by Wellington since 1889. The highest sea-level air pressure in the world was recorded in Agata, Siberia, when the barometer reached 1083.8hPa on December 31, 1968.

This has inspired me to recall my notes on how intense highs adversely affect the weather:

1. Near the centre are "dead" winds and usually an area of low cloud causing dull days called "anticyclonic gloom", or dirty air which may turn into fog.
2. Round the rim, winds are strong. If the central pressure is over 1030, look for a gale somewhere on the outside of a high.
3. Highs intensify the trade winds in the tropics. It may take about a week for a high to travel eastwards past New Zealand, and during this time the stronger trade winds tend to give night-time rain to the eastern side of the larger tropical Islands. In Fiji this is sometimes called BOGI WALU.
4. The bigger the highs are, the slower they move, blocking the fronts and lows that are trying to follow them. When this block is released, the western ("back") end of a high may become a breeding ground for storms. The higher the high, the faster the pressure falls when the

high finally fades. Also, on the back end of a high, the air decelerates, fast moving air piling onto slow moving air... a recipe for rising motion.

5. Intensifying highs tend to squash together the isobars between themselves and any nearby low-pressure centres, creating "squash zones".
6. A deepening low-pressure system and an intense or lingering anticyclone get together like the arms of an eggbeater and create a zone of enhanced wind and rain.
7. As air flows around a high, it spins out across the isobars and speeds up until it is as much as 20% more than that indicated by the isobar-spacing.
8. If a range of mountains blocks the air flowing around a high, the air tends to squeeze around the mountains rather than flow over them. This splits the wind flow over New Zealand into rivers of wind and puddles of calm. Every High carries an inversion that traps air near the ground. Sometimes this hovers just above a mountain range making a narrow gap near the tops through which pent-up air may be suddenly released at a rapid rate.
9. In winter and spring, a high may bring unwelcome frost.
10. In summer and autumn, a high may allow sea breezes to converge and, if it is cold enough aloft, this can form thunderstorms and hail. ■



3 x 3

SUMMER

Blast

15-16
NOVEMBER
2024

3 RACES
CREW

PROUDLY SUPPORTED BY



MORE DETAILS AT
RICHMONDYC.ORG.NZ



RICHMOND YACHT CLUB

Officers

- PRESIDENT **Hans Swete** - Transformer
 COMMODORE **Chris Crone**
 VICE COMMODORE **Jacky Bush**
 REAR COMMODORE **Mike Matthews** - About Time
 TREASURER **Steve Morriss** - Belle
 SECRETARY **John Marshall** - Dream Machine
 BUILDING MANAGER **David Cashmore** - Georgia Rae
 SPONSORSHIP **Jacky Bush** sponsorship@richmondyc.org.nz

General Committee

- Andy Bevan** - Atamai
Damon Paling - Oro Rosa
Gregory Thwaite
Jeremy Cope - Time Out
Richard Limbrick - Cool Change
Russell Hawken
Tony Evans - Predator
Keeley Sander - Perchance [*co-opted*]

Office Hours

ADMINISTRATOR **Sharon Hill**
 Tues - Fri. 10am - 2pm

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

RYC Mobile: +64 21 276 4332
 Office: +64 9 376 4332

Email: info@richmondyc.org.nz
 Web: www.richmondyc.org.nz

Magazine

See your name in print! We would love to hear your stories and feedback.

To submit news, stories or photos, email us at: magazine@richmondyc.org.nz

Thanks to Kate Herstell, Tony Evans for their photos.





Thank you to our generous sponsors.

