



**Secretary's Report
Annual General Meeting
17 June 2022**

Mister President, Commodore, Flag Officers, Committee, and members: It is my pleasure to present the Secretary's Report for the 118th AGM of Richmond Yacht Club (Inc.).

Whist I am given the privilege of presenting this report, it is a collation of the various sections within the club which are ably managed by not only your Committee, but also members of the Sailing Sub-Committee. Accordingly, I have included their names under the relevant Sections.

Membership (Kate)

Our membership data is based on the annual data supplied to Yachting New Zealand together with their affiliation fees.

Membership Type	2018	2019	2020	2021	2022
General	48	52	53	49	46
General Family	92 (46 couples)	90 (45 couples)	72 (36 couples)	70 (35 couples)	72 (36 couples)
Veteran	20	24	25	29	29
Veteran Family	16 (8 couples)	18 (9 couples)	16 (8 couples)	16 (8 couples)	14 (7 couples)
Associate	12	13	16	18	14
Associate Family	22 (11 Couples)	22 (11 Couples)	26 (13 Couples)	36 (18 Couples)	16 (8 Couples)
Crew	91	75	64	78	63
Junior				1	0
Total Paid Members	301	294	272	297	254
Life Members	10 (incl 4 couples)	10 (incl 4 couples)	11 (incl 5 couples)	11 (incl 5 couples)	13 (incl 6 couples)
Honorary Members	17 (incl 3 couples)	17 (incl 3 couples)	14 (incl 2 couples)	14 (incl 2 couples)	14 (incl 2 couples)
Total Members	328	321	297	322	281

A decrease in memberships can be seen this year, which can be attributed to the impact of COVID-19 on racing and reduced numbers for the Friday Night Series.

Racing (Margaret, Trish and Andrew)

COVID-19 sums up the 2021-22 season, especially the first months but its effects were and are still being felt through the whole season. The 2021 winter season came to a sudden end with the level 4 lockdown and the abandonment of the last race. We then proceeded to wait and wait, then cross off the first scheduled races of the season, and then each week we sat waiting and hoping for good news that would see us set free and allowed to race with a full crew. Due to this uncertainty the sailing committee adopted the philosophy that we simply abandon races that we could not run to avoid cramming whatever time available to us with races and potentially disadvantaging skippers who may

not be able to muster a normal crew. RYC however worked with our partner clubs PCC, RNZYS & RAYC to combine several races into single events to ensure that clubs and skippers could have a complete, or near complete, series of races without the clubs trying to compete with each other for space in the calendar.

The first race this season was the RYC Harbour shorthanded race on the 5th December which incorporated the Single handed Harbour race and the first race of the single handed series.

The Wednesday night series started on the 15th December and we managed to run 6 out of the 11 races, which was sufficient to constitute a series. We had 53 series entries, as well as casual entries for individual races. There were on average 50 starters, which is slightly down on an average of 55 boats last season but good considering the impact of COVID-19. We always aim to manage each race to get the majority of the fleet finished before the time limit and this was achieved for all but the first race on 15th December, when the wind was very fickle. A big thanks to Trish as the race officer and Roger, Bill and the crew on Taipan who are a great help with the finishes, especially if we need to shorten the course or are finishing boats after dark.

The Single handed series managed to get 7 races run of the 11 scheduled with 11 entrants, however participation was patchy. The Harbour Shorthanded, single handed and single handed Haystack series also experienced smaller fleets, however the single handed Haystack race did attract a few new boats.

The Route 66 was run on its scheduled day, Friday 4th March. Conditions were perfect and most of the fleet was in by 8pm. The race remains well supported by Gulf Harbour with 14 boats out of a total fleet of 45 boats. RYC took over running the breakfast this year due to OYCs COVID-19 concerns. Thank you Mark and the team of members who jumped in and helped out. This was the second year of the Excel Gulf Triangle Single handed race with 6 starters and 5 boats completing the event.

The Friday Night series was run this season and when the opportunity allowed we had our normal events at the club. We managed to get 7 races this year thanks to the use of PCCs Friday race dates. A very special thanks again to our skippers who made their boats available this year.

We had 2 Cruising events this season, the most popular was the Friday night race to Mahurangi with 21 Starters. The second race attracted 5 boats.

The RYCs 1st contribution to the Westhaven triple series saw us combine the RAYCs Gold Cup fleet [Bean Rock Race], RNZYS commodores Cup, and our Westhaven triple Haystack race. We had 42 boats on the start line. The 2nd contribution to the Westhaven triple series was also our 1st Winter race, the Flap Martinengo Memorial and Round Rangitoto Race, the latter was to be hosted by PCC however RYC stepped in for PCC. The race was also used by RNZYS for its Commodore Cup series. We had 61 boats on the start line.

The Winter series has seen a return to what seems to be a more normal series that has been less affected by COVID-19. Currently we have 44 series entries.

This season has been a real trial for all and the sailing committee has worked hard to present skippers with a season with as many well run and organised races and events as practicable. A big thank you to Margaret, Trish and the tower teams along with Bill & Roger on Taipan.

If you are looking for a way to contribute to the club, then consider joining the sailing committee. Yes you will be expected to work however there is lots of support and YNZ has some very good training programmes. Learn how to

run races, write racing documents, learn aspects of judging and understanding the rules. This aspect of sailing is just as satisfying as being out on the boat.

Sponsorship (Jacky)

I would like to start this report by acknowledging the incredible on-going generosity and support of our sponsors. Without our sponsors we would not be able to continue to provide our skippers and crews with interesting events, as well as, well earned prizes. We are always grateful for their support, but are particularly grateful for their ongoing support given the impact COVID-19 has had on many businesses.

I am pleased to report that, despite COVID-19 and the various lockdowns, we have had a successful season for sponsorship at Richmond Yacht Club, in that we received sufficient on-going support to enable us to run our events and races, and have meaningful and fun prize giving events.

The main type of sponsorship continues to be in the form of products and vouchers that were used as race and series prizes. Other sponsorship came in the form of cash, which we were able to use for promotion and event expenses, as well as the purchase of additional prizes.

Our main sponsorship came from long-time club supporters; CRC, New World Victoria Park (previously Birkenhead), and Victoria Cruising Club (for the Victoria Friday Night Special). We were also delighted to receive continued support from Bursnco, who this year became the main sponsor for the Route 66, Sailutions, Mariner Marine Insurance, Coolstore Construction, Excel Refrigeration and Air Conditioning, Floating Dock Services, Harken Fosters, Coastguard Boating Education, Safety at Sea, Musto and Marine Deals, PredictWind, Ropeye and, of course, Mount Gay who again provided sponsorship for the Route 66 as well as the Friday Night Special and enables us to continue to provide the skippers bottle of rum spot prizes. This year we also welcomed a new sponsor, YachtShare, who provided sponsorship for the last cruising race to Waiheke.

I would like to take this opportunity to thank longtime sponsors Lidgard Sails, who this year decided not to continue their sponsorship relationship with RYC. Lidgard Sails sponsored the Route 66 for many years including the provision of the much appreciated 'water taxi' service at Kawau. Their support of the club through sponsorship will be missed.

In conclusion, I would like to note our appreciation and acknowledgement of all our sponsors' support and look forward to continuing our relationship with them. We continue to look at ways that we can increase the promotion of our sponsors and the products or services that they provide; so watch this space.

Social Events, Venue Hire & Bar (Mark)

It has been another taxing year socially for us all due to COVID-19 restrictions. Half of the winter social programme was cancelled due to COVID-19 as we all stayed safe in our bubbles with our families and Teddy Bears. Fortunately, we managed to squeeze in our Volunteers Dinner and Quiz Night before we all got locked in again.

Several private functions from midyear 2021 were postponed until summer. This made for quite a busy function season, with weddings and birthday parties.

The lockdowns and general caution being exercised with social gatherings, has had a major impact on revenue generated for the club through venue hire over the past two years. On a positive note, we have several evening events already booked for the remainder of 2022.

We continue to have a variety of groups book the club for day hire, which is a valuable source of income in lieu of losses from our racing and evening function cancellations.

The start of the Wednesday Night Series was affected as we dropped the first five races, but after that, the fleet numbers and crew members at the prize givings were reasonable for the rest of the season.

We were again surprised to have good numbers for our Friday Night Special Series. The first few events were seminars held online, with eight races squeezed into the calendar. The club was well supported for dinner and seminars after the races.

Our sausage sizzle in Lidgard's Bay on the way back from the Route 66 was a success. We were unsure if the Kawau Boating Club could accommodate our group due to staffing issues caused by Covid. So instead, we set up around the corner and held a sausage sizzle on the lawn for about forty people.

The number of crews coming back to the club after some of our longer harbour races has dropped considerably, so we are considering not opening the clubhouse on the day and looking at options for doing the prize giving's at a later date that may suit people better.

Our last bar pricing update was undertaken in 2018, so an update has been done recently with a small increase needed in some of our members' prices and larger increases in function prices.

After five years as Club Manager, I have resigned from the position since I now live out of Auckland. We are currently looking at ways of covering this duty.

I would like to take this opportunity to thank those who have helped with the bar in the last year. Andrew, Rosy, Liz and Jo have been my stalwarts, with random club members stepping in to assist on those days when we have been swamped after racing. Without all of your efforts and Kate's constant support, we could not have run a successful bar.

Promotions (Chris)

Despite a year hampered by COVID-19 restrictions, the Club was able to run a substantial portion of its planned sailing calendar and off-water events. The events that were able to be run were well promoted through the usual channels of our weekly newsletter, Facebook page and Plain Sailing magazine, and occasionally too through newer media like Instagram. Newer initiatives like the Dewalt tool kit promotion were well received by members.

On behalf of the committee, I'd like to express my sincere gratitude to Rosy Herstell for her fantastic contributions to our online presence, particularly Facebook, and of course to our wonderful club administrator Kate for her work on all facets of our club's promotions. Thanks too, to all members who have contributed articles and photos through the year to Plain Sailing.

Club Captain's Report (Keith)

Firstly for those who helped in the repainting of the roof last year you will be pleased to hear that a noticeable reduction in temperature was noticed in the club rooms over this last summer. Well done! It's good to see the area at the end of the dinghy lockers now in good use as a workshop for our members, with several already trying it out. The area under Lomocean's stairs has now been sealed to minimize any moisture, and is housing the club's files on new shelving and flooring, with only a few items to be sorted, to free up the fourth locker in the workshop area for rental.

During the year all of the old fluorescent lighting in the main lounge, kitchen, and back room has been replaced with LED lighting leaving only some of the office to be replaced. A saving of over \$3000.00 was achieved by not installing fully dimming fittings but enabling each unit to be turned off separately.

The back stairway, to Lomocean's entrance, has had a tidy up with all the walls and doors painted, and the tiles water-blasted along with a seal fitted to the outer entrance door to stop leaf and rood dirt blowing in, leaving sealing or painting of the tiles the only job left to complete the area.

The list of general maintenance around here doesn't seem to shorten very often, but the more pressing items for the upcoming year, budget permitting, will be; addressing the stained carpet in the hall to the toilets and main staircase, removing the broken heater by the windows, as it is too old to purchase parts for and repair, and finish installing the TV screen into entrance notice board area for events notices, sponsorship advertising, and promotions.

Correspondence

The Club continues to receive regular communications from Yachting New Zealand and AYBA across a broad spectrum of yachting activities. This has included the request for club's feedback on matters where the club can represent the sailing community on matters potentially impacting on activities both locally and nationally.

Further communications have occurred between Panuku Developments and the club over proposed rent increases, which are currently being considered by the committee.

Westhaven Marina continues to advise us of substantial changes which have been, and continue to be, made to the Wynyard area, ferry locations, Westhaven development, and relocation of the marine market. These developments are at times affecting club members location of and access to marina berths.

Conclusion

Although this club year has been heavily impacted by COVID-19 restrictions, the club has managed another good year of racing, cruising, social events and prize giving's, together with considerable maintenance of our lovely clubrooms.

Whilst each year the Club recognises and thanks our volunteers for their efforts with a volunteers dinner, I would like to take this opportunity to personally thank our army of volunteers, President, Flag Officers, fellow Committee members, and Race Officers, who give freely of their time to ensure our Club runs well. There is much planning and work that goes on behind the scenes to make this Club the success it is, year on year. Often this work is time consuming, and invisible.

Thank you.