



RICHMOND
YACHT CLUB

Plain Sailing

Winter 2017



30 June 2017

AGM

ANNUAL GENERAL MEETING
DINNER/PRIZE GIVING

FROM THE FLAG

One of the great aspects of sailing in Auckland is that the season never really ends. Winter racing will have started by the time this goes to print; and, with luck, the wind will be fierce and cold and it will remind us that not all seas are smooth, and that sailing them anyway can be uniquely rewarding.

Mark has put together another great magazine for us. We get to complete the adventures of *Cool Change* and members Richard Limbrick and Cory McLennan in the Round North Island race. There's a story from the pointy end of the Route 66 fleet from Tim Clissold of *Pulse*. Read about how we recently celebrated the 20th anniversary of the Friday Night Special, and how the Richmond Winter Series began. Finally, Kate Herstell's report on the Issy Bay Bash is a reminder that the next edition of the growing Cruising Series is just around the corner!

Your committee has been busy working to improve the club. One big change is the roll-out of online entries and payments for club events. I encourage all of our members to use this service - it makes signing up for your racing easier than ever. See Pg 9 for details. You will also be seeing the next phases of our clubhouse redecoration in progress over Winter. Keep in mind that this is your club - we always need new talent on the committee or off - if you are interested please contact the office.

The 2017-18 season will see significant leadership changes. Notably, our long-standing President, Vera Mummery, will be stepping down and we will elect a new President. We will see a new Vice Commodore and Treasurer and, alas, a new Commodore as they traditionally do two years and mine are up. I hope you will join me at the AGM on June 30th to mark the occasion. The AGM will be followed by our annual prizegiving dinner; altogether the night is a great way to bring the club together to celebrate our accomplishments.

So for my last '*From the Flag*' I want to say a heartfelt '**Thanks Richmond!**'. I feel fortunate to be a part of this vibrant club - and, as Commodore, the beneficiary of a dedicated team of volunteers (and Kate!). See you on the water!

Bryon Wright
Commodore

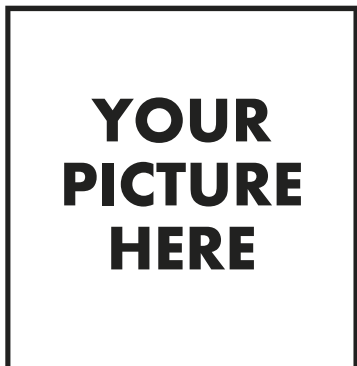
Welcome to our Winter issue of Plain Sailing. The days may have started to get noticeably shorter, however there are many club members who have been making the most of their sailing time participating in the club's very popular cruising series, single handed racing or even taking part in the twentieth running of the Friday Night Special. For some others it has been another opportunity to take on the circumnavigation of the North Island. Its been great to see so members active out on the water.

Recently I was talking to a club member about writing an article for *Plain Sailing*. He said I never realised there would be much interest in having something printed in the magazine! I reminded him that we welcome all articles, stories and contributions from any member on anything Richmond or sailing related. So if you have something we would love to hear from you.

Happy Reading!
Mark Lloyd, Plain Sailing Editor

Dedicated Reader—\$25 Bar Tab!

Unfortunately we didn't receive any submissions from dedicated readers this issue. As a way of encouraging members to send a picture of them reading their copy of *Plain Sailing* we are offering a \$25 bar tab for any picture that is published in the next few issues.



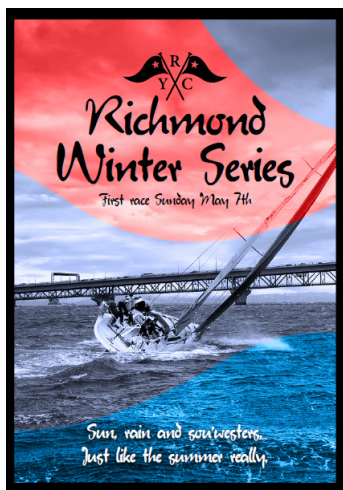
**YOUR
PICTURE
HERE**

If you have been somewhere of interest and taken your copy of *Plain Sailing* with you, don't forget to take a picture and send it in with a few words describing the location or occasion to magazine@richmondyc.org.nz and you could win a \$25 RYC bar tab!

CALENDAR & NOTICES

For the most up to date event information contact the RYC office.

May '17	21	Sun	Winter Series Race 2
June '17	4	Sun	Winter Series Race 3
	5	Mon	Queens Birthday
	7	Wed	RYC Potluck Lunch
	18	Sun	Winter Series Race 4
	24	Sat	Flap Martinengo Memorial Race
	30	Fri	AGM
July '17	2	Sun	Winter Series Race 5
	5	Wed	RYC Potluck Lunch
	16	Sun	Winter Series Race 6
	28	Fri	Winter Social Evening
	30	Sun	Winter Series Race 7
Aug '17	2	Wed	RYC Potluck Lunch
	13	Sun	Winter Series Race 8
	25	Fri	Winter Social Evening
	27	Sun	Winter Series Race 9 -Final



Don't forget the Richmond Winter Series is now on and as the advert says its pretty much like this year's Summer Series, except its just with a little more sun, rain and sou'westers!

This is a series of 9 races on a Sunday afternoon and run in the inner harbour.

If you were wanting to race or crew, check out the club website or Facebook page for more details.

WELCOME TO OUR NEW MEMBERS

A very warm Richmond Yacht Club welcome to all our new members who have joined the club.

New Membership

Mark Timmings, Heartbeat, Catalina 34, Veteran Member

Michael Thomson, Wild, Farr 727, General Member

Clare McRae, Crew Member

Andrew Walbran, Crew Member

Nasim Faghih, Crew Member



www.coolstoreconstruction.co.nz

Coolstore Construction Cruising Outboard Giveaway.

As part of the this year's Cruising Series and thanks to Coolstore Construction, we gave away a new Yamaha 2HP outboard to make one lucky cruiser's trip to shore a bit easier. It was won by Andy Thompson from Clandestine Jet through a random draw at the last beach prize giving of the season (15 April).



Kevin Murphy from Coolstore Construction presents the outboard to Andy Thompson from Clandestine Jet

Members received one entry per boat for every Cruising Series race they started in and one entry per boat for showing up to the prize giving party .

Coolstore is once again sponsoring the series for the 2017 2018 season and rumour has there will be a stainless steel, rail mounted barbecue up for grabs. Look forward to seeing your there!

PULSE IN ROUTE 66

Lining up for the start with the other three multihulls, just off Narrow Neck beach and with Richard and Michael aboard as crew we were completely committed to a gennaker when the wind shifted just Westerly enough to make laying the start difficult.

We drifted out towards Rakino, where it looked like the new Northerly breeze was going to fill in from. But a shore breeze helped the inshore fleet at much the same time. We were having a nice battle with the mighty green Timberwolf, but as the breeze set in off they went.

Our position at Tiri channel was underwhelming, well back in the flat, as we changed between screecher and jib in the light headwind.



Floating with the fleet



Pulse

However, we stuck to our game plan and stayed West of most of the fleet. and at the North side of Tiri channel, there was the South Westerly filling in.

Screecher on again, and a fast reach to Kawau. There was the leader, 2 of 10, and most of the feet, sitting in no wind as the Northerly battled the SW, leaving nothing in the convergence zone.

We sailed through, briefly in the lead, as the fleet battled the light head wind again.

2 of 10 went well into the North passage of Kawau, and we followed in too. There the Westerly reappeared, and yet another restart happened off Takatu point, with again Pulse very briefly in the lead.

The Westerly struggled in, and again we were off. Off Goat Island 2 of 10 and Timberwolf slowed inshore, and we caught up just off shore of them.

But around the outside came the Open 8.5 Attitude, going really fast.



At least the weather was fine!

As the evening gave way to dark, the fast boats got away on the beam reach to Whangarei. Timberwolf just beat 2 of 10, and Attitude just behind them. We had the 15m keel boat Max just behind us, and changed up to the screecher to keep ahead of them at the finish. Fourth for Pulse out of a fleet of 42 boats, with moments in the light of being right up the front, was very pleasing.

We shared the steering and deck work around aboard, sailed well (we thought) and made some good decisions. Very pleasing to have designed and built the boat, and spent a great deal of the last six months developing my light airs sails further.

Anyway a fast sail up to Marsden Cove, and a great line up at the Marina, all the boats on the same pier. Rum was involved in the stories of the rest of the night.

A great prize giving, then another fast sail back to Kawau, with the crew a little tired.

A big thanks the Richmond Yacht Club, and Onerahi Yacht Club, for organising a great event, and making good calls on moving the start and finish line for the conditions. Pulse will be back next year!

VOLUNTEERS & AGM NOTICE

RYC is seeking

members to join the committee for the year ahead.

Requesting the use of your talents and abilities to assist in the behind the scenes team that makes Richmond Yacht Club the great club it is.

From accountancy, sponsorship, promotion, event management, race management to operations and building maintenance, there's lots to be done.

Simply contact Kate in the office who will provide you with a nomination form, deadline is 23rd June.

Maybe you'd like to help, but can't commit to the committee, there's plenty for volunteers to do and assist in.



09 376 4332

info@richmondyc.org.nz



Introducing our new online race entry system!



The RYC is now using the Top Yacht Entry System (TES) to take race entries and make payments online. Following the successful trial of TES for the Marsden Cove Marina Route 66 the club has decided to implement this new system for all our races and race series.

TES offers skippers the benefit of registering their yacht onto the Top Yacht boat registry, once registered entering other races/series and events is simple and can be done 24/7. The payment system we have provided for you is safe and secure using the Payment Express system. You will have the choice of using your MasterCard or Visa credit cards or you can use the Account2Account option (direct bank account transfers)

To enter a race go to the RYC web site, a direct link to the race/series page will be on the left hand "popular links list" or select "Racing" from the navigation bar and select a race/series from the list. On the race/series page there will be an "online entry" link to select.

A new page will open on your browser, then it's a simply process of following the steps to register your boat and complete your entry and payment. The club will receive your entry and notice of your payment via an email. Your entry will be automatically entered into our Top Yacht results software ready for your race.

A number of Clubs in Auckland are now using TES, so many skippers will already have some experience using the system, these boats will already be registered so there will be no need to register again, once you have navigated to the entry page all you have to do is select the division you want to enter, select "enter boat already in Top Yacht register" and select your boat from the list, enter your password, and the form will automatically be filled.

Follow the simple steps to complete the entry and make any payment. Done!

The Club will always take a valid entry, so if online entry is not your thing we will still provide the manual entry form. You can pay by credit card, eftpos or cash.

Please note, for your security the club will not store any credit card details.

FRIDAY NIGHT SPECIAL TURNS 20 !

From humble beginnings in 1996 this season marked the twentieth year of RYC running its highly popular Friday Night Series (FNS) and to celebrate the final race of this season there was a short speech or two and of course a cake!.

FNS has offered many budding sailors the opportunity to go out sailing and for some it has been their very first time on a yacht or on the water. Some then go on to become long term crew members, a few decide to buy their own boats and others like Trish Beken were so inspired that they entered into some off shore races such as the solo Trans Tasman race in a Reactor 25.

It is a series which is sailed without extras and in quite a low-key manner. However, sailors being sailors, there's always that competitive element to see who will win the spoils at the end of each night.

And that's what FNS is all about-getting people involved in our club, community and introducing them to sailing.

Its also a series that is well supported by its sponsors.

In addition to Mount Gay who sponsor the Skippers prize, Coastguard Boating Education again has supported this year's activity with a generous prize of a free Day Skipper Course and it was Steve Lafferty who had that night been sailing on Lightning, who's name that got pulled out of the hat as the lucky winner.

The series is also strongly supported by the Victoria Cruising Club (VCC)



Trish Cake Cutting





Who is more surprised at winning the day Skippers prize, Kate or Steve?

place to meet or join in yachting events, so an approach was made to both Ponsonby and Richmond Yacht Clubs for access for the VCC Members.

For Richmond Yacht Club this took the form of sponsorship for the Friday Night Special. Victoria Cruising Club has been sponsoring this event since 2010 and is proud to have been involved with a series that gives so many non-sailors the opportunity to participate and enjoy a sport that they may not otherwise have a chance to experience.

Further Sailing Opportunities

For those crew who took part in the FNS and would like to continue sailing, list a note on the club noticeboard, or check out crew.org.nz

Victoria Cruising Club has been associated with the Westhaven area since 1900, when it was located at St Marys Bay. In the 1940's the club premises were re-located to the Westhaven Spit to join with Ponsonby Cruising Club, Auckland Motor Yacht Club, Richmond Yacht Club and the Royal NZ Yacht Squadron.



The Club ran successfully in this location for many years until the early 2000's when a declining and ageing membership necessitated a change to the way the club operated.

The membership decided to vacate the premises but maintain a club profile by supporting Junior Sailors and events for Junior/Youth Yachting by way of grants. In doing so the members had no

ROUND NORTH ISLAND: Part II (*the race*)

Ed's note: In our last issue Richard Limbrick wrote about his preparation for this years two handed Round North Island (RNI) race. In this Part II we now hear how the race actually went!

The RNI is an iconic race. On the 'face of it' it doesn't seem too difficult but in reality it delivers a range of conditions that are not able to be emulated in the Hauraki Gulf.

Second time round did make it a little easier, but no matter how much preparation is done you can still expect the unexpected. This time around we had focused more on dealing with comfort issues.



The fleet leaving the start line behind

Stopping leaks, dry berths, strong lee clothes, dry bags. All made the trip more pleasant. On a small boat what you eat will determine your day. Eat well and balance your diet. Dry warm clothes are also key, as well getting your wet weather gear on before you are wet.

Who you sail with is also a critical decision. Getting organised early and sailing and working together on the boat meant that we both knew how everything works.

This year's start was marked by good weather and a fair breeze with the lights of other competitors visible throughout the first night. However the course from Cape Brett to Maunganui proved challenging with long periods of calm and very light winds. Spinnakers to the finish are always cool and a last minute drop to the jib saw us just pip Ilex on the line.

A big challenge was sailing the leg without wind gear. It chose to give up on the start line. Maunganui is a lovely stop over and the hospitality of club members is awesome.

The Maunganui start was a little light to begin with but the breeze soon filled in and we headed for the cape under the masthead code 0. Unfortunately the chart plotter refused to 'fire-up' at the start and we continued to Wellington without it. A small hand held had to suffice. It was a quick ride north with plenty of company. It's a great feeling when Cape Reinga is rounded and the next target is Mount Taranaki.

Unfortunately a highlight of this leg was spending a day becalmed however we got a lot of little jobs done including tracing the chart plotter problem to the GPS aerial.

Thank God for sat phones. Search for a GPS aerial initiated and new battery for wind gear ordered.

Mount Taranaki emerged from the mist just before dark and we rounded the cape in close company with

Rigmarole and Ilex, even chatting to Rigmarole, just on day break, as we both willed the wind to make an appearance. It did. Code 0 unrolled and we were off to Wellington.



Cool Change off to sea

The building breeze saw us change down to the frO early in the afternoon and we blasted our way across towards Durville Island. By this time the forecast was predicting winds over 25 knots with gusts above. Lucky it was well aft and we held onto the full main and frO. What a fantastic ride with bursts into the high 14's. A fast wet sail with some incredibly nerve racking gybes.

We saw a huge whale near the Brothers. It seemed to want to play but we didn't. It was way bigger than Cool Change. As we closed in to the Cook Strait we rolled the O deciding that the blade was enough sail. The incoming tide around Karori Light was a help but the sea was still bumpy. By the time we arrived at the entrance to the heads at Wellington the tide had changed and the wind had picked up.

We tried dropping the blade for the ride up the harbour but with no drive we couldn't push the tide. A quick exit, change to reefing jib, two reefs in the main and we were ready to try again. Good drive and we pushed the tide towards the south side of Barrett's Reef. Bugger! A ferry radioed Beacon Hill and agreed we would stand down to let the ferry pass. It did and we were back into it.

I taught myself to sail in Wellington Harbour so felt like I was in familiar waters. It was great sailing past Oriental Bay with the night lights making the scene look like somewhere in the Med.

THE RACE - *continued*

We had plenty to do in Wellington. New battery in the wind gear wand, new chart plotter to fit, additional reef lines to be rigged and washing to be done. And hot showers, a couple of beers and sleep to enjoy. Fortunately our support crew gathered in Wellington which was fantastic. Having transport and many eager hands certainly made things much easier. It's great the way everyone helps each other in port. The stop overs seem to go quickly and Sunday saw us starting on the tail of the Nor'Wester in the late afternoon.

Castlepoint is an amazing sight from the sea. In the last race I remember heading inshore once we had rounded Cape Turnagain and immediately being short of breeze for a very long day! This time we employed a different strategy hoisting the masthead spinnaker and blasting well past the cape even though it wasn't quite the direction desired.

Not a bad strategy in that we headed into the 'Bay' leading Pahi. A short lived moment of glory as they got their 0 hoisted and powered over us. The Napier wine trail provided a distraction for many but as a wiser man I vacated the boat and headed to a dry bed ashore for two nights. A light weather start turned into a moderate beat to Portland Island with the sea building as we cleared north.

Hard on the wind in lumpy seas isn't a small boats strength and we had some very heavy landings as we burst out of backless waves. Following a watch change and tack out of Waipiro Bay we landed particularly heavily and the initial slam was followed by a very loud crack and then a bang!

The lower shroud hook sheared off and the stay fell onto the deck. When that happens the knack is to tack quickly! Very quickly. We did and the rig continued to point skywards. We dropped the blade and then the main and then contemplated the 'what now'. Cory banged the mark button and we decided to suspend racing, for the moment.

A quick crew conference and we decided to motor downwind to Gisborne to try and effect repairs. It was blowing quite hard and we had a big following sea which made motoring very fast, and at times scary. Gisborne was a great choice and the welcome was warm. It was also heartening to see the Rigmarole, Ilex and Celadon tied up. By 5.00PM we had tidied up and were contemplating a possible repair.

There was no shortage of advice and enthusiasm from locals to get the rig repaired so we could continue. Fortunately Steve Ashley was only a call away. Lots of measurements and a promise to 'see what he could do' lifted our spirits and we set about to keep the Gisborne Brewers happy.

The following day the very obliging Commodore of the Gisborne Yacht Club took me to the airport and there on a trolley, outside the arrivals area, was a small parcel with my name and cell number in big black letters.

Rigmarole, Ilex and us decided to set out on the Monday morning and once again Gisborne dealt light winds for the trip north. We motored north to Waipiro Bay and just short of the mark hoisted the main and kite and headed north in a very light southerly. It soon gave way to the north-wester and just before dark we hardened onto the wind under a full main and blade and set a course for East Island. Champagne sailing.

Around 9.30 we rounded the island and were exposed to the stronger westerly in the Bay of Plenty. One reef, change jib, down to third reef and more banging as we made to clear the cape. Slowly the weather abated and the promised shift to the south appeared the following evening.



Not far to the finish!

of preparation and build up (and a return to work).

It's strange how things work out. We were devastated when the stay broke but the unscheduled stopover in Gisborne turned out to be a highlight. Locals were genuinely interested in the race and couldn't do enough for us.

I'm very fortunate to be supported by my wife and family with my sailing and having support at each of the stop-overs is brilliant when there is so much to be done.

The logistics of putting a race like this together are huge and Jon and his band of assistants from SSANZ do an amazing job. Truly an iconic event!

We were pleased to be able to ease the sheets and set a course just north of the Mercs.

Arriving at Westhaven for the finish under the frO was a great feeling and reminded me of the reasons why this race is one worth working towards completing.

The blast of the horn from the Westhaven Tower signals the end. Pride, relief, joy, satisfaction, disappointment – emotions that flooded through my mind. That sound signals the end of three years

IZZY BAY CLEAN UP

The start of race 4 of the Richmond Yacht Club's Cruising Series was delayed by an hour in the hope of a bit more breeze. This provided a good excuse to visit the Westhaven Car Boot Sale and buy all those bits and pieces that you can't live without but don't really need.



Maggie May

Maggie May arrived in the bay proudly sporting the Richmond colours in the form of the beach blade flag off the transom. Predator arrived flying the Richmond battle flag, making sure everyone was aware that RYC had arrived. Leisurely swims developed into cocktails on board Mintaka courtesy of Mr Becroft.

Squadron arrived, taking over our planned party spot at Yankee Wharf so we made some space for our dinghies and arrived complete with barbecue, music, food and drink a plenty and showed them how Richmond likes to party.

Pretty impressive set up thanks to the organisation of Mark and Tony. Baz Caitcheon arrived from Wishbone, accompanied with his amplifier and microphone to entertain us for the night.



Baz and His Boom Box

After a yummy barbecue, Amy from Revolution Blues arrived at the beach with not one, but two delicious birthday cakes and ice cream for the Commodores' birthday. Seriously impressed Amy!!!

Prize giving was held, games were played, rum and lollies were won and lost as we enjoyed the music.



Commodore's Birthday Cake

The Russian pirates off Brass

Tacks were tasked with letting off the life raft picked up from the bins at Westhaven Marina. It went off with a hiss and a roar, which was pretty impressive considering it was manufactured in 1988 and last serviced in 1996. The 6-8 man aircraft life raft was in an excellent condition and we experimented in how many people would fit inside.



How many can we fit into the life raft?

Whilst pondering how to dispose of it, a friendly Squadron member volunteered to take it home and it was carried to the water and loaded up with all their barbecue paraphernalia plus a passenger and towed away. Meanwhile Bas sung up a storm and the beer and rum was flowing.

IZZY BAY CLEAN UP continued..



Young & old were on hand to clean up

Morning brought the shock realisation that life raft had gone from the bay and coastguard was duly notified, 'just in case.' Lots of fun had by all.

The next morning we met at Yankee wharf at 10am for the beach clean up. Everyone was issued with bags and sent off in every direction to collect rubbish.



Izzy Bay BBQ

We met back at 11 to compare finds and fire off spot prizes to the most successful collectors. A decent amount was collected, however Bryon definitely won the prize for his tractor tyre.

Overall, a great weekend and a definite one to repeat on the Richmond calendar



RICHMOND
YACHT CLUB

THE ANNUAL GENERAL MEETING

OF THE RICHMOND YACHT CLUB
WILL BE HELD IN THE CLUBROOMS
18:30 ON FRIDAY 30TH JUNE

The deadline for Agenda items
is 20:00 on Friday 2nd June

Nominations for the offices of
**President, Commodore, Vice Commodore,
Rear Commodore, Treasurer, Secretary
and Committee members**
must be in writing and signed
by the candidate and two other
nominating members

The deadline for all correct nominations
to be in the hands of the Secretary is
19:00 on Friday 23rd June

AUCKLAND TO TAURANGA

I remember looking at the 2017 Auckland-Tauranga race on the calendar about midway through 2016, thinking it would be a neat incentive to get the Clandestine Jet (our Ross 830) back into Cat 3 for some of the longer coastal classics. However I enjoyed the summer cruising a bit too much. Tony offered a spot on Wild Oats and I quickly committed. It was a great opportunity to race on a different boat and learn a few things from an eccentric Richmond Vet.

I felt safe sailing with Tony on the Oats. Most of the key appendages on his ship (apart from perhaps the keel) have over the past few months broken off and been successively replaced with improved versions. Yes, certainly now she is a sturdy ship.

I suggested that we race a few Wednesday Nights together – to get used to the boat. We broke a few more things, which Tony subsequently replaced, and we started to feel even better about the reliability of this boat.

The lead up to the race was promising. We were mercifully delayed a day to let Cyclone Cook pass, but still had a reasonable nor-westerly flow forecast over most of the course. We started well, and held our own on the tight reach to Channel Island.

Our plan was to make our way east outside the islands for better breeze, however we found ourselves sailing deep under the northerly quite well, surfing up over the 3-4m swells rolling in from the southeast. Plans are made to be broken and so we committed to the inside as the dusk set in.

At this point there was trouble. We had no more than 15 knots, but perhaps there was a funny roll and the aged old masthead kite shredded itself with a “phoof”. The mid-section found its way out over the front and got well tangled with bits and bobs under the boat, in and amongst a pod of curious dolphins. Little by little we retrieved the scraps by rounding up and backing off



***Rolling Open Country on the run
past Great Mercury***

Tony was very attached to that kite and the weekend's morale looked average, so I threw in a few one liners to ease the tension. As we trawled in the last few pieces and thought about our next headsail I resorted to mockery. Following this episode the breeze eased inshore. We gybed out to sea and found good wind to carry us all the way into Tauranga for a 4.30am finish and a 17.5 hour elapsed time. We were tired by this stage but Tony had picked off a couple of boats whilst I was snoozing and he was happy.

We cleaned out the silverware for the two handed division, being the only entrants – however in a tight fleet of 12 boats we were pleased with a 3rd overall on PHRF.



Demise of Tony's masthead

Some of the best sailing experiences come from delivery trips, and for the return journey we had fantastic company from Greg and Steve. Steve is an entrant for the upcoming Clipper circumnavigation, and has barely sailed before, so we taught him some bad habits.

We had pancakes, flying fish, a stunning traverse of the Aldermans, dolphins and their glowing night trails, never-ending



Checking out the Aldermans

stars and long moonlit rail time, ghost lightning (what's that?!), lots of upwind sailing, and profound and worthless banter.

It was a small fleet this year, competing with a few other events. It's a fantastic race covering spectacular coast with great hospitality from the Tauranga Club. Next year's race will be held over Waitangi weekend – diary it!

SAILING RESOURCES

Have you caught up on all the recent changes to maritime radio and also some of the new resources available for boaties? Check out the new Coastguard App and also new cabin stickers from Maritime NZ.

VHF MARINE CHANNELS

RADIO **DISTRESS** CALLING

Use only if you are in imminent danger and need immediate help.

Activate distress beacon if carried. Wear lifejackets.
Switch radio to full power.

- 1 VHF Ch 16 (or SSB 2182, 4125, 6215, 8291)
- 2 MAYDAY MAYDAY MAYDAY
- 3 THIS IS 3 TIMES
- 4 CALLSIGN OF THE VESSEL
- 5 MAYDAY VESSEL NAME AND CALLSIGN
- 6 Vessel's latitude and longitude, or bearing and distance from a known landmark
- 7 Nature of distress and assistance required
- 8 Vessel information - number of persons on board, description
- 9 Best time for reply. If no reply, repeat the distress
- 10 Repeat through all the distress frequencies on the
- 11 Contact is made with a shore station, tell them
- 12 Repeat your distress beacon and follow

Note: Note here means Aotearoa

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Nevenka
Revolution Blues

Grenada and Predator

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Mark Becroft
Douglas Campbell
Richard Limbrick
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Gordon Dyer
Keith Bekker
Tony McAlwee
Max Ellison

Maggie May
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Cool Change
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Wild
Apparition
Manawa
Wild Oats
Brass Tacks

Office Hours Tues - Fri

Kate Herstell, *Administrator*
Summer 10am-4pm
Winter 10am-3pm

Contact

Richmond Yacht Club, Inc.
Westhaven Seawall
PO Box 46324, Herne Bay
Auckland, New Zealand
Phone: +64 9 376 4332
Fax: +64 9 360 2379

Email: info@richmondyc.org.nz
Web: www.richmondyc.org.nz
Facebook: <http://www.facebook.com/RichmondYachtClub>

Magazine

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