

PLAIN SAILING

F E B R U A R Y 2 0 2 0



RICHMOND
YACHT CLUB



FROM THE FLAG

BY MARK BECROFT
RYC COMMODORE

How was your holiday? I have just returned from two weeks on the yacht. From quiet little coves on Great Barrier Island, to the little city on the water that is Mahurangi Regatta weekend.

I do hope you all had a pleasant summer break with some relaxing times on the water. Judging by the Facebook photos, we had RYC members cruising far and wide.

We have already had a strong start to sailing in 2020, with 40 boats in the first Wednesday race of the year.

The night race to Mahurangi had 22 boats in the cruising division. Many of those were single handed. 28 members and family were on the beach for breakfast Sunday morning. Sadly, we were unable to hold off the Panmure team and they took away the Tug'o'War trophy with ease. My thanks go to the team at Lidgard Sails for providing us with another great breakfast.

Fabulous camaraderie was shown throughout the weekend with many boats rafted up together. I felt a great sense of pride, as I entered Sullivan's Bay on Saturday morning to see many boats flying the RYC burgee.

Another of our Friday Night Special crew has been bitten by the sailing bug. Dale and his partner came up for a chat at the Mahurangi party after sailing up in the Lotus they have



recently purchased. I also saw several FNS crew on boats at Mahurangi. This is what the FNS is all about. Giving people a taste of sailing so they can decide whether to get more involved.

14 to 16 February will be busy with the Westhaven Triple (RNZYS) race to Kawau Friday evening, RYC Cruising Race to Kawau Saturday and Single Handed races with BBYC.

Our next major event is the Marsden Cove Marina Route 66 coming up on Friday the 6th March. It's time to remind your crew to apply for the Friday off work. Don't forget about the Saturday dinner at Kawau Boating Club.

There is still lots of Summer ahead, with loads of events on the water. I recommend that you have a look at the calendar in your RYC handbook to see what other events may be of interest. Happy sailing. ▶

THIS ISSUE

BY CHRIS CRONE
EDITOR

Happy New Year everyone, I hope you've had a great summer on the water.

In this issue, Steve tells us about his 2019 Coastal Classic race and Mark about his "Classical" coastal voyage aboard Endeavour. Trish reports on racing from the Vining Single-

Handed Series and Ocean continues her interview series with some of Richmond's women sailors. Dagmar fills us in on the recent Sir Peter Blake Memorial cruising race, and I talk to Coastguard Boating Education about next steps after Boatmaster.

Enjoy, and don't forget - we need your stories! Contact us at magazine@richmondyc.org.nz ■

XMAS WINNERS

Wednesday 11th December saw the sixth race of Richmond Wednesday Night series.

After some exciting racing, it was back to the clubhouse for the Christmas raffle. Congratulations to Laura of Panama Jack and Alan of Patere for winning the hampers generously provided by New World Birkenhead.

Winners of the night's racing were also rewarded with prizes from our other series sponsors CRC and Sailutions. Thank you to all of our sponsors for your support!



TOWER HELP REQUIRED

We are always on the look out for new faces in the start tower for the races that Richmond runs. A variety of tasks ensure the smooth operation of race management.

Come and join the team, we will train you, the boats will entertain you at times and after the race we will share a drink and meal with you. Please contact Margaret on 027 218 4232 for more details.



WELCOME



New Members

Colin Anderson
Acquiesce, Farr 1020
General

Peter Cunningham
Ticketty Boo, J/112E
Veteran

Alex Hong
Nephrite, Cavalier
General

Brent Linnell
Stratocaster, Davidson
General

Tim McDowell
Whio, Open 8.5
General

New Crew Members

Thomas Fenou

Nina Kienhoefer

James Loveday

Stephanie Loveday

Katie Maxwell

Michelle Tan

Meng Wai Woo

UPCOMING CALENDAR & EVENTS

February 2020

- 5th Wednesday Night Race 8
& Pot Luck Lunch
- 14th Westhaven Triple Race 2 -
Kawau Night Race
- 15th Cruising Series Race 4 -
Kawau & Single-Handed Series
Race 6
- 16th Single-Handed Series Race 7
- 19th Wednesday Night Race 9
- 21st Friday Night Special Race 7 &
Gold Cup Race 5
- 29th His-n-Hers Race 2 (PCC)

March 2020

- 4th Wednesday Night Race 10
- 6th Route 66 (*see opposite*)
& Single-Handed Series Race 8
- 13th **Three-legged Race (PYBC)**
- 18th Wednesday Night Race 11
- 20th Friday Night Special Race 8
- 21st-22nd Auckland Regatta
- 27th Cruising Series Race 5

April 2020

- 4th Gulf Race (Westhaven Triple) -
Haystack
- 18th Single-Handed Series Race 9



Route 66 is almost here!

Make sure you and your crew have Friday 6th March 2020 firmly booked in the calendar.

For those of you unfamiliar with Route 66, it is Richmond's "short" coastal race, 66nm from Auckland to Marsden Cove, Whangarei. Organised in association with Onerahi YC, the race includes open keeler, multihull and the singlehanded divisions, with starts from both Westhaven and Gulf Harbour.

R66 is a great introduction to coastal racing for new boats as the safety requirements are Cat 4+ and the fleet stays within the barrier islands.

With a 9am start you'll (typically!) finish Friday evening with time to join in the party at Marsden Cove Marina.

On Saturday morning, there's an awards ceremony, along with spot

prizes from our brilliant sponsors and a hearty breakfast put on by OYC, then it's time for a leisurely cruise home, with a Saturday night stopover at Kawau Boating Club.

New for 2020... Route 66 T-shirts for you and your crew to order!



Submit the order form available at richmond.yc.org.nz/route66 by Feb 20th. Check out the same website for more details on the race including the NOR. ■

2019 COASTAL CLASSIC ON BELLE

BY STEVE MORRISS

Labour Weekend each year marks the date of the Coastal Classic, the great yacht race north from Auckland to Russell. I often wonder why I do it each year: for some it's a short sprint, but for me it's a marathon effort which normally requires a sail through to the early hours of the night and sometimes into the following day.

I guess it's the challenge of the weather conditions faced, the stunning coastline, the sense of achievement of making it and the camaraderie with fellow competitors and the stories shared over a few too many rums. The destination of Russell is always welcoming as a swarm of sailors take over this quaint township and the islands of the Bay of Islands have an



abundance of beautiful sheltered beaches. It's always such a shame to leave them behind as we have to make the return journey home.

Preparation for the race started early, I had my crew locked in after the Route 66. Parizad and Jacky were keen to actually complete a race on Belle this time. Having to get an inspector to certify your boat to meet a CAT 3 standard is a barrier for many boats. But it is good exercise to go through all your safety gear more regularly and make sure it is where you expect it to be and is in working order. Having a near-new production boat that has an 'A' ocean rating does not save you from a list of things to put right. This year I was surprised with a new one: the inspector required my life jackets to be checked annually. I visited Safety



at Sea who were more than happy to service them at \$30 a pop. I then visited Burnsco who suggested I can inspect them myself: remove the gas canister, ensure it's free of corrosion, check the piercing mechanism, put some vaseline on the thread, re-screw into position, then manually inflate the lifejacket using the mouthpiece and leave inflated for 24 hours to ensure it remains inflated and there are no leaks.

With race day fast approaching, the focus turned to the weather. I upgraded my PredictWind subscription for a month to gain the weather routing option which gives a full 10-day weather forecast not available on the basic or standard subscription. The forecast models stayed constant throughout the lead-up to race day: a strong southwest breeze which would lighten at Brett from midnight but didn't completely shut down as it so often does.

Race day presented a fresh 24 kn southwesterly gusting up to 30 kn, perfect conditions for the big boys and the multihulls. It was definitely going to favour the brave and how much sail you were prepared to put up without breaking gear. The dilemma for me was whether to put my big boy sail up. I don't have a big sail wardrobe, but have my gennaker which would be fine but only to run deep in these conditions. The sail was on deck ready to go up but I decided to wait until I was on the rhumb line from Rangī lighthouse to Tiri channel.

We started at 9:30, took the Devonport end of the start line and got a good start. As we gybed around North Head, the boats who started with spinnakers up started to stretch on the main fleet. As we lined up Tiri Channel the true wind angle was 120-130 degrees, a little bit tight for my liking so I kept my big sail in the bag.

But I was in good company, with a first reef in the main and No 1 headsail, we were steaming along 9-10 kn, surfing down waves with top speed of the day 13.8 kn. The 5th division boats remained close for most of the day. Normally the field starts to spread out early, but this year we had a number of boats close by most of the race. We had a few fun battles with a couple of boats all the way up the coast.

Approaching Tutukaka and some calmer seas it was time to get the oven on and heat up the homemade bacon and egg pie which is always a winner with the crew. I sent a few of the crew down for a rest until Cape Brett.

We arrived just after midnight and stayed outside Percy Island to avoid the dreaded wind shadow. We had a 3 minute dance party in the cockpit blasting my favourite "Freaks Out" by Timmy Trumpet and Savage. This got all the crew on deck and suitably awake to tackle an upwind leg into Russell, being careful to avoid the known hazards and other boats. The breeze was light at around 7 kn and held until the finish. We had a great tacking duel with a Young 88, pulling ahead for a time until falling into a hole only to watch them roll us. We had to tack away giving them a faster angle into Tapeka Point and we had to follow them in and finish at 4:42am.

I often wonder why I do this race each year and I can't wait to do it all again next year. ▶



HMB ENDEAVOUR: TWO WEEKS BEFORE THE MAST

BY MARK TIMMINS



On Friday 4th October I was in the clubhouse when I found out Tuia 250 was offering crew positions aboard the replica bark to sail from Gisborne to Auckland. I flew down to Gisborne joining the ship's company on Friday 11th.

The Endeavour looked great lying alongside the wharf with her accompanying fleet of Pacific canoes, R. Tucker Thompson, and Spirit of New Zealand.

Captain Frank Allica and his professional crew wasted no time in organising us “trainees” into three watches, each watch led by a mate and two “topmen”. By midday we were towed off the berth so we could make our own way out to anchor in the bay. Here we ran through the safety drills, had a quick lunch, and were then instructed how to climb the rigging safely to the tops’l yards, I found the first time a bit of a dry mouth experience but by the third ascent I was enjoying it. A topman was always with us. Next instruction was how to rig a hammock and climb into it!

The wind was Northerly so we remained here, expecting a fair breeze for passage to Tolaga Bay tomorrow under sail. One of the mates gave us a class in the great cabin, on how a square rig works and is managed.



Anchor watches were kept through the night by two crew at a time, one hour on duty. On Saturday 12th morning we weighed anchor and headed for Tolaga Bay. Heavy rain and lightning accompanied our arrival and furling wet sails was a heavy job.

Sunday 13th was the day of the pōwhiri, the small village had arranged a very big, happy event to celebrate the peaceful arrival and welcome experienced by Cook and Tupaia 250 years ago.

Unfortunately due to strong NE’lies forecast we left immediately so as to get well clear of East Cape before being trapped here, as we were scheduled to arrive at Whitianga for their celebrations on Thursday. We motored and sailed as the wind dictated, passing East Cape the next morning; by afternoon wind had strengthened and we reduced sail before dark to Spritsail, fore and main staysails, and fore tops’l to reach on a NW course in preparation for forecasted strong-to-gale NE wind. It soon arrived and I was happily swinging in my hammock when at 2300 I awoke to a crash and a roar as a flood of seawater washed across below our hammocks. A wave had flooded down the companionway into our tweendeck! I had to climb out and splash around to rescue my boots and oilies which were floating around. I had

to go on watch at 0400. Getting into wet clothes in the dark was unpleasant!

The good ship Endeavour plugged on at steady 4 kn. Rolling a bit with a fair amount of spray flying kept the two crew at the helm fully occupied: we all took half-hour tricks as it was sore on the arms. The rest of the watch kept lookout from safe positions and tidied up any loosened rope coils. We were fortunate to benefit from a full moon behind the clouds and were able to see the breaking seas in time to duck.

As dawn broke, the seascape was unveiled to show us its power. One can appreciate it from the safety of a solid deck - I wouldn't have been as carefree on my little plastic yacht. The gannets, petrels and shearwaters were showing off, gliding around us, absolutely in their element. It was a privilege to be able to watch it all.

By 0700 our two cooks had worked a miracle having cleared up the mess down below through the night and prepared breakfast for all as though nothing had happened - plenty of scrambled eggs.

Meanwhile the wind slowly veered towards East allowing us to sail up towards Great Mercury in a heavy swell, keeping well out to sea until clear of the rock-strewn lee shore. As we eased round the northern outliers I was



impressed by the scene of the swells breaking on those islets.

Keeping his schedule in mind and the forecast for strong NWers tomorrow, Captain Allica decided to go past Great Mercury to anchor in Opito Bay. The two Caterpillar 400hp engines then took us in before dark. All sails were furled and tidied up while the ship was prepared for anchoring.

The procedure of anchoring takes about an hour and a half employing most of the crew: it is done as it was 250 years ago.

It took Spirit of New Zealand about 15 minutes!

Further highlights:

Thursday 17th

We were away for 0900 to join the sail past Whitianga and Cooks Beach, then to enjoy a sail out in the breeze where we were instructed how to tack the ship, quite a complicated procedure on a squarerigger. It sometimes doesn't

work with an amateur crew - this time it did! We covered more ground than expected and needed a bit of help from engines to arrive back to Wharakaho Bay (Simpsons Beach) in good time.

Friday 18th - Big pōwhiri gathering at Ngāti Hei Marae

Ashore most of the day in lovely warm weather, great entertainment and plenty of good food. We remained at anchor Saturday to provide a backdrop for events ashore and sailing club regatta - a lot of visitors aboard.

Thursday 24th

Had to get out for a sail! The anchor was well and truly dug in and the power assisted windlass kept tripping out the generator so it took a while. We motored up to Gannet Rock and set sail for a good reach in strong westerly up and down Firth of Thames and actually hit 7 kn! But then had to motor back through Waiheke Channel and round to anchor in lee of Musick Point

which gave us a comfortable night.

Friday 25th

More strong Westerly wind, a long job getting the anchor up again then cleaning up and coiling down its warp into its locker.

Again we had to motor but that enabled us to smarten up the ship for the expected visitors for the open ship on Saturday and Sunday.

Finally, this passage aboard has been one of the most memorable experiences that I have enjoyed. I have to say that HMB Endeavour is one of the world's great treasures and we are all in debt to the Australians for building her and keeping her sailing with their maritime museum.

The professional crew, who live on board in quite difficult conditions when voyaging, are absolutely dedicated to the ship and to training us volunteers, always with the utmost patience to keep us safe - we owe them a huge Thank You. ■



VINING SINGLE-HANDED SERIES: RACES 3 AND 4 ON CHICO TOO

BY TRISH BEKEN

If you look hard enough there is always a plus to every situation and there were several for me in the RYC single-handed race on 3rd Nov.

The first was that I managed to get on and off my new (to me) marina berth unscathed in spite of the SW wind direction, although I have to admit this is largely due to assistance from Mike Harvey standing on the finger. For me, manoeuvring around in marinas is the most challenging part of single-handed sailing as there is far less room for error than when out at sea.

The next was that I managed to avoid close contact with Alan on Zilch when he was scooting all over the harbour while trying to tame his 'yellow peril' sail. I must admit though that I can't claim much credit for this. When he warned me to keep clear because he could round up at any minute (which I was already aware of and why I was passing on his downwind side), I thought that was a bit like asking a tortoise to keep clear of a fast buzzing wasp!

Another plus is that if you make more mistakes you have opportunities to learn a lot more, and I accumulated plenty of learning opportunities for future races. I need to make sure the genoa cars are in the right place for upwind sailing before rounding the downwind mark. If I don't think I am going to lay a mark, I mustn't leave



it too late before tacking. If I see two people on a boat in a single-handed race it doesn't automatically mean I am seeing double or am in the wrong race: there may be a reason for it.

And finally, a good thing about finishing last is that I can only improve next time out!

One week later I headed out in a 25-30 knot NE wind, determined to do better in the Bucklands Beach single-handed race. These were good conditions for a Chico 30 and after I arrived at the start area I was only joined by 3 other boats. Zilch was there but surely the yellow peril wouldn't be deployed in these conditions? This meant that as long as I finished, the worst I could be was 4th which would really help my series points. Unfortunately for me the start boat never arrived and it transpired the race had been cancelled. It wasn't that the other skippers had been put off by the weather, but that they were the ones on Facebook who knew about the cancellation. Now I have to wait until the Mahurangi night race before I can put my learnings into practice. ▶

WOMEN @ RICHMOND, PART II

BY OCEAN MEAD



Following on from Part I in August's Plain Sailing, Ocean continues her interview series:

Name: Liz Alonzi

Boats: I sail my own boat Mercury Rising (a Warwick Stratus 747) in the RYC Single-handed Series; and Freedom, a Great Barrier Express catamaran out of Northcote, in distance races (Route 66, the Gold Cup series and 2018's Coastal Classic). I also do occasional club races on Atamai.

How did you start sailing?

Feeling stifled by the confines of Chicago's concrete jungle in Spring 2014, I took a 5-week course on racing at Chicago Corinthian Yacht Club. I fell in love with sailing almost immediately upon getting onto the water, and by halfway through the summer I'd secured an Australian Work & Holiday Visa and was making plans to move to Melbourne by the end of the year. Once in Australia, I got into ocean racing, including my first Hobart, the Westcoaster route out of Melbourne. The more I raced, the more I wanted to get out there, and I've been on the water just about weekly in the 5 years since I started.

Who are your favourite sailors/role models?

After multiple people recommended South Sea Vagabonds, I had to check

it out from the library, and Johnny Wray is definitely the first role model that comes to mind. His tenacity is mind-boggling. I also read Ellen MacArthur's log of her record-breaking solo circumnavigation and loved it. Locally, I'm going to have to shoutout everyone I compete against in the solo series -- those guys have pushed me to do my absolute best out there and the series has created a really awesome environment to learn in.

Which races do you follow?

I knew a good chunk of the sailors in the recent SSANZ 2-handed Round New Zealand race and followed it extensively, both out of support and because I'm keen to do more racing with SSANZ myself. It's also coming up on the time of year for the annual Race To Alaska, a 750-mile race up the straits of the west coast of Canada. While it's not technically a sailboat race (any boat without an engine can enter), I love it because it embodies what I love most about sailing: the combination of grueling hard work with an attitude of tongue-in-cheek good fun.

Personal sailing achievements:

Probably my proudest achievement has been bringing Mercury Rising to life in the short span I've owned her, a Herculean (or is it Sisyphian?) task for which I was awarded the Alan Wright Award for Perseverance from RYC last year. She'd been abandoned for 18 months when I bought her, with no sails but a spinnaker, loose wiring, and a massive reef on the hull. Within 3 months, I had scraped off 10 years of antifoul and repainted, collected a wardrobe of decent sails, and brought her to Category 4 safety regulations in time for the third race of the SSANZ Triple Series. In the year and a half since then, I've designed and installed two main electrical circuits

(and planned a third update to include a fixed VHF and Bluetooth stereo), rebuilt my mast step (a 5-month job that required pulling the rig and cutting out over a meter of rot from the plank it sits on last winter), rebuilt some old winches I picked up for a bargain at the Westhaven Car Boot Sale, and upgraded/re-sealed a heap of deck fittings.

Every task brings huge challenges I've never faced before; I had no idea that the learning curve of buying a 40-year-old wooden yacht with no boatbuilding knowledge is more like climbing a

cliff face. I've been lucky to have the support of experienced friends to assist with the big projects, but there have been many late nights poring over diagrams and crossing my fingers, too. The relief and sense of achievement when I can tick something off the never-ending list is so good. I have learned so much from the experience, both about boat maintenance and about my own strengths. It has been one of the hardest challenges I've ever taken on, but it has also proven itself to be incredibly rewarding.



Name: Cherry MacIvor

Boats: Patiko, a Stewart 34

How did you start sailing?

I started sailing when I was 12. Dad built a Dabchick and we all learned to sail on it - mostly in the water than on top to start with 😊 Later we progressed to Fireballs - two man dinghy with trapeze and spinnaker - great racing these, before moving on to keel boats.

Who are your favourite sailors/role models?

Mark Bond - Stewart 34 champion
Bill Miller - Godfather of Stewart 34s
Burtie Reid - South African round-the-world sailor
Dean Barker and Peter Burling

Do you follow competitive sailing?
What events and why?

Yes, I race in Stewart 34 Champs - windward /leewards - the best adrenaline racing you can get - fast and one design makes it really close. I also love watching the America's cup

and other yacht races that are televised - Volvo Ocean race.

What sailing achievements are you proud of?

- Vice Commodore of Algoa Bay Yacht Club - Port Elizabeth, SA. I won many trophies there with my boat Wanderlust (a Muira 32 ft with masthead rig and kite)
- Sailing back from Cape Town, I was in a Hurricane - 80 knots plus. 10 metre waves - not a dry spot left in the boat and no where to find safe anchorage for the next 100 miles- terrified until I saw an Albatross gliding on the "breeze" next to us - and knew if he was ok, then I would be too 😊
- Won Stewart 34 Non- spinnaker division on h'cap with the girls crew
- Secretary of the Stewart 34 association - 7 years ▶



CRUISING RACE: SIR PETER BLAKE MEMORIAL

BY DAGMAR BELLAMY



It was 'All Aboard' at 09:30 so that skipper, crew and passengers on Murphy's Law could be standing off to watch the start of the Sir Peter Blake Memorial race.

Sheets were tightened as the boats heeled and set their course for the first mark of North Head Buoy, and we headed off on our own course down towards Motukorea.

We had superb weather, the harbour was at its sparkling best, and after a while our iron spinnaker was stopped, and it was time for our captain, Kev, to collect some seafood. A short time later we were off to another 'spot' and out came the rod & reels for some fishing. Vicki & I were soon having fun reeling in a few snapper, all being checked for length before our hooks were replenished.

Bait all gone it was anchor up, & time to head to watch the finish, a close duel between Apparition & Peppermint Planet. Anchored in the designated bay I decided to have a quick dip.. a tad chilly for me but several RYC members took to the waters.

At 16:00 it was time to head ashore to the club picnic, where Kev hot smoked snapper & Vicki cooked the scallops wrapped in bacon, as well as many packs of the RYC sausages.

Not only did members enjoy these delicious treats, but also vied for the bottle of rum & the spot prizes of rod and reels, again courtesy of Coolstore

Construction.

As darkness crept up, it was time to head into dinghies & to our boats.

Next day farewells were hailed as the fleet slowly slipped their moorings, hoisted sails & headed home. We too made our way back, after spending some time with the family on Margaritaville.

A superb weekend, thank you Kev & Vicki. ■



Q&A WITH COAST-GUARD BOATING EDUCATION

BY CHRIS CRONE

After completing my Boatmaster qualification earlier in the year, I started thinking, “What next?”. I put some questions to the friendly folk at CBE:

Q: I really enjoyed the Boatmaster course and as a relative newbie (< 3 yrs keelboat sailing) learnt a lot. What’s the typical breakdown of Boatmaster students in terms of experience? Do you get many seasoned yachties doing the course?

A: The Boatmaster course is generally more experienced yachties who maybe need a qualification or just want to cement their knowledge, but probably yachties with less than 10 years. The course is an intense course as you know and we don’t want to frighten newbies! It is also part of the Skipper Restricted Limits CIDMO course we run which is a commercial ticket for boats up to 12m.

Q: For seasoned yachties, what do you think would be the most useful parts of a course like Boatmaster?

A: The rules and lights, shapes, buoys and beacons probably and cementing the passage planning. Those are things most don’t really think about when going to your regular perfect getaway spot, but once you start venturing further afield, knowing what to look

for and how to find it and what it all means is probably more useful.

Q: I noticed that CBE no longer offers the CBE Coastal Skipper shore-based course and instead has the RYA (UK-based Royal Yachting Association) Coastal Skipper/Yachtmaster Offshore shore-based course. Reading through the prospectus, it looks to have a lot of overlap with the CBE Boatmaster course (position fixing, weather, colregs etc). For Richmond members who’ve completed Boatmaster, is there anything gained by doing the RYA CS/YO too?

A: The RYA courses are a big step from the Boatmaster. In NZ and the Pacific there aren’t too many things you can get into trouble with as we are islands in a big sea. The RYA deals with things like tide (ours are piddly compared to the UK!), tidal streams, traffic separation schemes, fun stuff that you really have to be on top of or you can find yourself in all sorts of trouble! There is certainly much to be gained in doing an RYA course, they are much more indepth and cover many more aspects of coastal and ocean yachting than ours do. Definitely recommended if you are planning on sailing into the sunset for a couple of years and heading to or from Europe!

Q: You offer shore-based GPS, Radiotelephone and Radar courses. Do these tend to be taken mainly by yachties or by motorboat owners?

A: A mix of both. Some do it because they want to learn how to get the most out of their equipment rather than just knowing where they are, some because they need it for the CIDMO and some because they just are

fascinated by it all. It's clever stuff!

Q: You offer the RYA Yachtmaster Coastal, Offshore and Ocean courses, which have prerequisites such as days sea time and night hours. If an RYC member wanted to do one of these courses but hadn't been diligently logging their time at sea, what are their options?

A: That is a question best discussed with the RYA school if you don't have it logged. But there is usually a way the time can be verified, or at least some of it. Most boats keep engine logs which may be accepted. Otherwise a couple of trips to the Bay of Islands or Great Barrier may be needed!

Q: Quite a few of our members charter boats overseas and I've heard that Europe has become more strict with paperwork. If one of our members wants to charter a boat on the Med, what kind of papers would they need in advance?

A: Yes Europe has become more strict, most definitely. Sometimes our Boatmaster is accepted but

as Coastguard Boating Education courses are theory only usually a charter company will ask for an ICC (International Certificate of Competence) and these days a Short Range Radio Operator Certificate (one that includes GMDSS and DSC). The ICC can be done in Auckland (for Sail and Power), Wellington and Nelson (Power only). People wishing to charter boats in Europe and the USA need to check the requirements not only for the charter company but also the countries they are intending on visiting. One enquiry recently was from a skipper in Montenegro who luckily had a guest who had a NZ Day Skipper or he may have been put in prison! And although you may only be chartering in the Med or Caribbean, a Sea Survival course and a Medic course never did anyone any harm. Learning what happens when a life raft deploys never hurt anyone, and medical help can often be hours or even days away... Do your homework and be prepared and you will enjoy your charter a whole lot more!

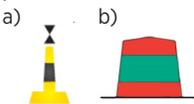
Further questions? Drop in on CBE next to the Club, or visit their website: www.boatingeducation.org.nz ►

Test your knowledge!

Question One: You see a single white light ahead at night. Name four things it could be:

1 Vessel <50m at anchor 2 _____
3 _____ 4 _____

Question Two: What do the following markers mean, and to which side should you pass them when entering a harbour?



Question Three: What do the following signals of a boat's horn mean?

(a) ••••• (b) - - - ••••• (c) - •••••

Question Four: The COLREGs say that sailboats under power (ie. motor-sailing) should have what day shape visible?

Question Five: You see a white light quickly flashing twice every 5 seconds - what does this mean?

ANSWERS: 1: Stern light; Power vessel <7m with max speed 7 kn; Sailboat <7m; Flashlight on dinghy, etc.; 2: a) West (looks like a "waist"), cardinal marker, keep west of mark; b) Preferred channel marker, mostly red so keep to port for main channel, or starboard for secondary channel; 3: a) Operating astern propulsion, b) I intend to overtake on your port side, c) I agree to be overtaken; 4: Downward triangle; 5: Isolated danger mark eg. partially-submerged rock.



RICHMOND YACHT CLUB



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Office Hours

ADMINISTRATOR **Kate Herstell** - Mintaka

Winter: Tues - Fri. 10am - 3pm.

Summer: Tues - Fri. 10am - 4pm.

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