

PLAIN SAILING

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



RICHMOND
YACHT CLUB



FROM THE FLAG

BY RICHARD LIMBRICK
RYC COMMODORE



Happy New Year to you all. I feel quite envious when looking at the empty marina or watching the Friday Night Special starts as it reminds me of how far I am getting behind with my project. However it is lovely to chat to others when they are tying up, to listen to their stories of that magic cruise just completed.

Facebook posts are also a reminder of the beautiful weather that we have had during this month. Never mind. My turn is coming. I am not the only one who has been busy labouring over their boat, with G Pier being a hive of activity with members painting, refitting and generally revamping their boats.

During these times of intense maintenance, the club's new workshop has proved invaluable, with the vice, drill press and array of donated tools being really useful. Many thanks to all who have contributed to this project. The sewing machine is the icing on the cake.

Since the restart of the Friday Night Special and the Wednesday Night Racing, social events at the club rooms have run very smoothly with members being very good-natured about presenting their vaccine passes and checking in using the contact tracing app. If we continue to do this, and to social distance when in the bar area, we will be able to continue with our prizegivings, even under the current 'red' setting.

By the time we go to print, our club's

annual Night race to Mahurangi will have gone ahead as planned, however the beach activities will have been limited to club gatherings rather than the festival atmosphere that we have gotten used to. What will remain is the spectacle of the classic boat racing and the camaraderie between club members. Our single-handed fleet will also be looking forward to being able to complete what is an important event on their annual calendar.

Last Friday saw the first of the 2022 Friday Night Special races with sixteen skippers generously making their boats available for this group of novice sailors. The weather was perfect and the competition keen. We are very fortunate to have so many of you being prepared to make your boats available for this event.

Looking forward, we are keen to complete our season's calendar however are dependent on various traffic light settings. Our advice, to date, is that we can continue to race under the red setting. There is still a lot of racing to go. ▶



THIS ISSUE

BY CHRIS CRONE
EDITOR

Welcome to the first issue of Plain Sailing for 2022.

In this issue, Gordon tells us about his recent cruising around the Med, and Richard describes his 1986 voyage from the British Virgin Islands to New York - complete with slides from the trip! MetBob explains marine

heatwaves and how they affect yachties, before Kate and Jeremy give us some maintenance tips.

On the topic of maintenance, check out the new workshop at the back of the dinghy lockers, for club members to use.

RYC's signature race, the Route 66 coastal race from Auckland to Marsden Cove, is coming up - sign up and now, and maybe even more importantly, write an article about it and send it in!

In the meantime, enjoy the mag. ■

ROUTE 66 IS ALMOST HERE!

Yes, Route 66 is on! TopYacht entry is available now. We're still working out the details of how the breakfast and prizegiving will work, given the Red Traffic Light restrictions on events, but the race is all go on 4th March: T-shirts are available from Kate in the office for \$25. Word on the street is that the sailing committee is currently debating allowing the 2021 (green) and 2022 (red) T-shirts to be used together in lieu of nav lights... ►



WELCOME



A very warm welcome to all of our new crew members who have come aboard via the Victoria Friday Night Special!

We hope you're enjoying your time out on the water.



UPCOMING CALENDAR & EVENTS

February 2022

- 9th Wednesday Night Race 3
- 11th Westhaven Triple Race 2
(Kawau Night Race - RNZYS)
- 18th Friday Night Special Race
- 19th Singlehanded Series Race 3
(BBYC)
- 20th Singlehanded Series Race 4
(BBYC)
- 23rd Wednesday Night Race 4
- 26th Shorthanded Series Race 3
(PCC)

March 2022

- 2nd Pot Luck Lunch, TBC
- 4th **Route 66**
& Singlehanded Series Race 5
& Gulf Triangle (4th-6th)
- 9th Wednesday Night Race 5
- 18th Friday Night Special Race
- 23rd Wednesday Night Race 6
- 25th Friday Night Special Race
- 26th Cruise Rally II

April 2022

Note changes to Haystack race format!

- 1st Friday Night Special Race
- 2nd Singlehanded Series Race 6
(DYC),
Westhaven Triple Haystack Race
& RAYC Gold Cup Race 3 (Bean
Rock Race)
- 9th Singlehanded Series Race 7
(Haystack Race)



CRUISING THE MED DURING COVID

BY GORDON DYER

Covid in 2020 had messed up my Greek cruising plans, so I was extra keen to make 2021 cruising happen. I had a bit of luck on my side.

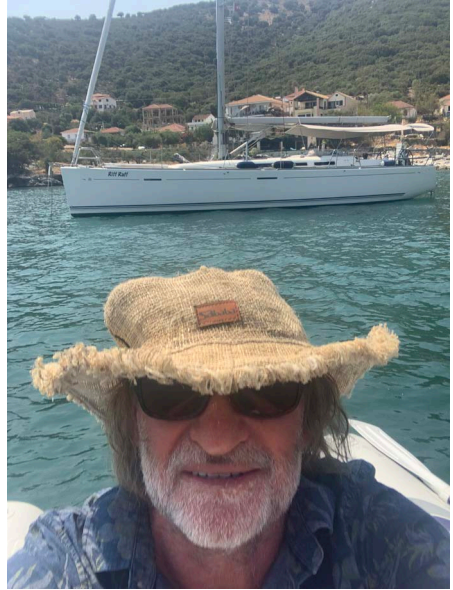
I was fortunate enough to get a booking for our MIQ returning 10th Oct. Only days later (in June) it was nigh impossible to secure a slot and this allowed me to get away in mid-July. Non-EU citizens are only allowed 90 days out of every 180 days in the EU so this worked pretty well.

Flying in a pandemic is a pain in the butt: lots more hurdles to jump, a lot longer doing everything, but the upside of flying to Europe in a pandemic is that you get 4 seats to yourself! However generally within Europe flights were fully booked, I went via Amsterdam.

I had left Riff Raff in Preveza in the Greek Ionian sea in 2019, after delivering her there from Spain (via Albania) where I had purchased.

Being on my own this trip, I decided this Med season was to be predominantly a maintenance trip and sorting out a few of the new toys I had been collecting.

What I had not factored, was the record heatwave that parked over Greece for most of July and August! And subsequent bush fires. Working between 10.30 to 17.00, it was nigh impossible to actually achieve much. Brains/body were scrambled by the heat, nothing to do with thirst-



quenching beers.

My job list included:

- Building a new lithium battery bank out of cells and circuit boards and installing the significant other related equipment that needs to go with this type of system
- Fitting a 3kW Victron Inverter charger
- Fitting 2 x 195W 24V flexible solar panels I had bought from Enertec in Albany, to the small bimini aft of the mainsheet over the wheels
- Replacement of skin fittings and valves with Tru-Design fittings ... which of course led to hose replacements etc and dealing with cabinetry that had been installed after the pipe work
- Replacing the Volvo prop with a new Flexofold propeller (best bang for the bucks and considering the small amount of time to swap for a massive improvement)
- Interior varnishing and some cabinetry modifications
- Re-caulking some of the teak

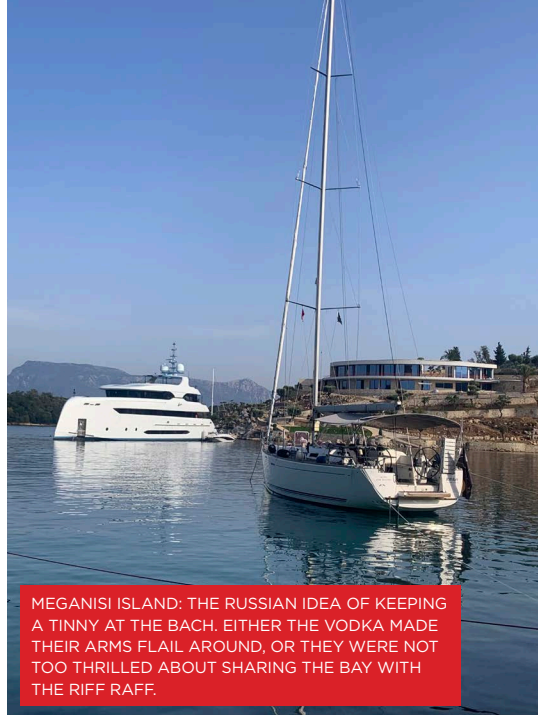
decking

..... well got about half of this done.

The Greek approach to Covid is a lot different to NZ - they did not have the option of borrowing vast sums so they had to make their tourist season a success. By the end of the season, other European nations lauded the Greeks for their success in pulling it off. Without being at all onerous, I found they were very clear in communicating and confirming your arrival and plans before you arrive (all went onto an (PLF) passenger locator form app on your phone. RAT tests were available everywhere free or minimal charge. The only time I felt exposed was when entering a restaurant and the waiter started coughing. Funnily enough, that restaurant was empty and the one next door was full!

To give you some perspective of Covid in Greece (their last summer, our winter), they were having 2-4000 new Covid cases a day mostly in the big cities and a dozen or two mostly unvaccinated dead, for most of the summer. According to the press, these were mostly elderly, unvaccinated and locals. Few tourists or locals where I was seemed too bothered by it. Their Minister of Health made a statement once a week, but this did not lead the news, nor did the daily published stats. They had the odd localised lockdowns, but the rules are masks on in shops and nightclubs need to close at 12.00 unless it's Saturday night of course! The government was clear in expecting cases to rise when people started dining indoors again in the autumn.

However it was not all work (or thinking about it), and feeling lucky to have dodged a Kiwi lockdown, I had a bit of a cruise around the islands of Levkas, Ithaca, Kefalonia, and Meganisi. Hopes of finding hardly any



MEGANISI ISLAND: THE RUSSIAN IDEA OF KEEPING A TINNY AT THE BACH. EITHER THE VODKA MADE THEIR ARMS FLAIL AROUND, OR THEY WERE NOT TOO THRILLED ABOUT SHARING THE BAY WITH THE RIFF RAFF.

boats around (because of Covid) had been long dashed. It has been a bumper season here as Europeans had been hanging out for a hot holiday and had been flooding into Greece to charter a yacht.

Having previously been employed in this area as a flotilla skipper back in 1984, I had a few old friends I had the pleasure to make surprise visits upon.

And I used to think it was a bit crowded back in '84! Now there are superyachts everywhere and the number of charter boats that seemed to have multiplied by a factor of 50 and half of them had grown an extra hull compared to 1984. As in '84, the Ionian is the main cruising ground for naked Italians over their holidays - they were generally very hospitable and of course there was a fair bit of America's Cup banter exchanged. An Italian friend explained how much they were captivated by the AC coverage during their very grim lockdown earlier in the year.

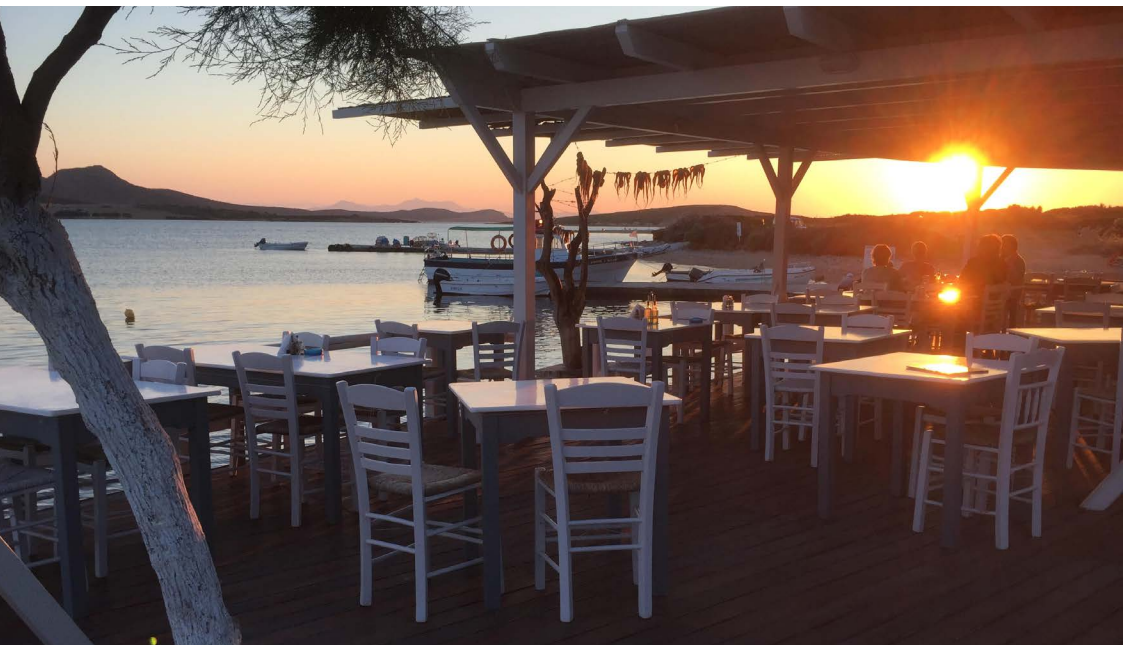
Mid-September, after the masses of tourists had left and the Greeks went back to work, I headed back to the friendly watering hole for solo sailors, being Preveza town. (Where like in most places, for a minimal charge, you can park on the water front by laying an anchor and reversing in and walking off on a passerelle). I was reassured by hanging out with this group of multinational wayward solo sailors that I was not the only one who was more skilled at talking about their job list than actually executing it. If you have every heard the phrase, "Cruising is all about doing maintenance in exotic places" ...for the DIY sailor, I can vouch for its veracity.

After a blitz on resealing deck fittings and anything that could leak, I crossed to Akito on the other side of Preveza inlet to haul out in the Ionian Marine boat yard. A week of laying up, and getting a few more jobs done without the heat, was a lot more productive. Fortunately, I had bought a folding E-bike that fits into a padded bag, this had been very well used during the season and vital in the boat yard. Although I was in the smaller of the 3



yards in Akito, it still had over a 700-boat capacity on the hard and the distance to the chandlers and restaurant was significant for a bloke with dodgy knees.

Now planning my next winter excursion hoping borders allow, going up the coast, of Greece, Albania, Montenegro then into Croatia (4 countries within 200nm) and then finishing the season by going around into the Aegean Sea on the other side of Greece.... But then, best to not get too far ahead of myself. 🍷



A JOURNEY ON 'UNFURLED': FROM TORTOLA, BVI, TO MAMARONECK, NY, MAY 1986

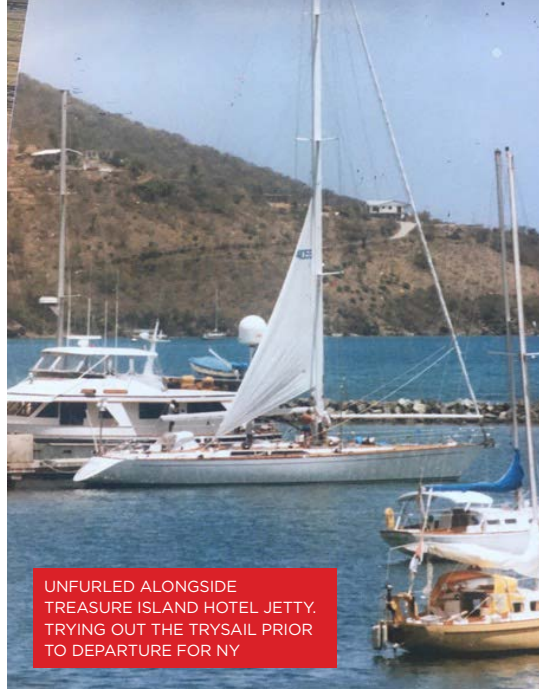
BY RICHARD LEWIS



It was Skye Earl who introduced me to Randy Meckle, skipper of Unfurled.

They had dropped into The Wharf at lunchtime for our best selling Blue Cheese and Bacon Burger, locally infamous as 'The Sleep Burger'. Skye, an amazing foredeck/bow man, was my mentor on both Dark Horse and Windwalker and a strong factor on our winning performances in BVI Spring Regatta and USVI Rolex. It turned out that Unfurled was at the end of Treasure Isle marina preparing for the trip back to NY. It was April, northern spring, and after a winter of tropical island cruising, she was due to head back to the Derecktors Yard, Mamaroneck, for some maintenance prior to heading to the Med for the summer. Skye, who had crewed on board Unfurled on several previous deliveries, was a watch captain for this trip and, whilst they were to be joined by two other regulars, they were short one and would I like to join. Too good an offer to resist, they left for their afternoon nap whilst I tried to figure out who I could get to run the restaurants for the two weeks.

Luckily Jenny was available for the front-of-house and Clarence, head chef, was keen to take responsibility for ordering, staffing etc. Sleeping partner, Terry, was not amused, but we'd had a very strong season



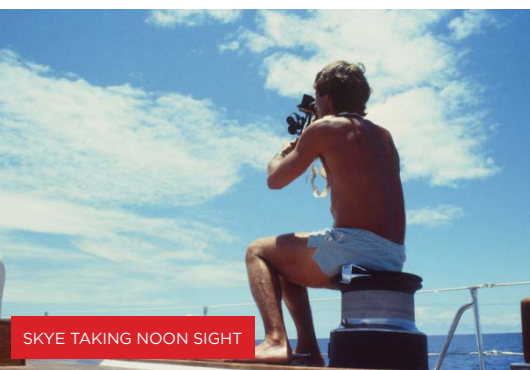
UNFURLED ALONGSIDE
TREASURE ISLAND HOTEL JETTY.
TRYING OUT THE TRYSAIL PRIOR
TO DEPARTURE FOR NY

So just four days later the 24th April found me on board Unfurled, a beautiful custom built 70' maxi yacht, huge for 1986, having been introduced to Frenchie and Allan, like Skye both from Crested Butte, Colorado, armed with a toothbrush and cleaner going at it in the owners' bathrooms with instructions for spotlessness! Seems that the owners, Harry and Linda Macklowe, were due in the next day and would be on board for the leg from Road Town to Bermuda. Slightly overwhelming since they were the owners of several towering apartment buildings on Manhattan and were nearing the end of the construction of the 68-storey Metropolitan Tower on W 57th St. They arrived from Beef Island airport the next day complete with ice-boxes of kosher delights from their favourite NY deli. Frenchie, self-nominated chef for the trip, was delighted, even more so because of the presence in the galley of a large (un-gimballed) microwave!

Next morning, stowage completed,



NY DELI FLAVOURS IN THE TROPICS



SKYE TAKING NOON SIGHT



MPS STAYSAIL AND FULL MAIN REACHING TO BERMUDA



BERMUDA - ALONGSIDE MAYFLOWER FOR CUSTOMS

we cast off Randy having overseen the customs protocols. It was a classic beautiful BVI day, with 10 knot trade winds from the SW, so we turned left out of Road Bay and went westward under power up Sir Francis Drake Channel past Necker Island to starboard, Anegada and her coral reefs to port. There we unfurled the massive mast-furling main and the roller-furled head-sails using the all-electric winches - no muscle power required! Thence turning to our compass bearing for the next 830 nautical miles - due north, 0°0".

Followed a beautiful passage with a steady breeze abaft the beam where we got to know Linda and Harry as charming people enjoying the break from the intense busyness of their lives, and enjoying fine cuisine a la Frenchie in meals shared in the capacious, and level, cockpit. No phones, just SW radio if required and Loran C for navigation, though Skye produced his sextant daily to double-check our progress.

Most days we enjoyed some time with the MPS, also massive to my eye, as we slipped along in sparkling blue seas still tropically warm.

Randy orchestrated a perfect landfall on day 5 as we navigated the dog-leg through the outer reefs to enter St George's Harbour, tying up alongside the historic Mayflower Customs dock.

After clearing in, Linda and Harry were soon off to the airport and on their way back to NY. Some provisioning and fuel and an escape from Frenchie's efforts at a handy seafood restaurant in the old town saw us ready for the next leg, though the weather wasn't looking quite so favourable....

Bermuda to NY is just over 670nm NW and the forecast was for strong NW winds! But we couldn't delay,

as we were working to a multi-millionaire's schedule. Overcast skies saw us casting off and easing out and around the eastern point of Bermuda and setting off for NY. With the wind on the bow it was to be a series of boards perhaps taking advantage of a lift up from the Gulf Stream when closing land on starboard tack. As the wind strengthened Randy activated the reefing system but since it wasn't possible to put halyard tension with the mast roller-furling the main looked more like a pot-bellied down-wind sail even though the out-haul was fully tensioned. The result was that Unfurled was laid right over, crashing through the waves and unable to point.

It was a long trip and, being rhythmically airborne, I had to abandon my off-watch fo'c'sle bunk and hide away aft in the owners' quarters! It was 4 days of clambering in and out of long-unused mouldy wet weather gear and scavenged meals, the frozen deli delights unusable given the un-gimballed microwave. Frenchie relished the challenge making American magic from cans of beans!

The fifth day dawned found us with another perfect landfall as we motor-sailed into the Bight in a moderating land breeze. The murky grey haze over the sprawling cityscape was a surprise after months of the clean island and ocean air - we had arrived in the Big Smoke!

At 14:45 we were abreast of the Ambrose Light. Three barges pushed by busy tugs were on their way out. Frenchie, an expert on things NY having lived there for several years, explained that they were trash barges on their way out to sea to the dumping grounds....

As we entered the river mouth and



CHEF FRENCHIE WITH A NEW ANGLE ON COOKING BEANS ON PORT TACK

passed under the elegant soaring span of Verrazano Bridge we were greeted by the iconic view of the massive Staten Island Ferry crossing in front of the Statue of Liberty with the famous Manhattan skyline as a backdrop. The immensity of scale was breathtaking.

Sails furled we turned right into the wide East River and, with the towering skyline to port, motored up under the famous sequence of monumental century-old bridges. It was a hot afternoon, 83°F (28°C) and parks on the starboard riverbank were filled with lounging figures. As we passed one of them, shouts, aggressive gestures and thrown projectiles were aimed at us. Frenchie interpreted for us and also told us the quintessential NY story of the sinking of a luxury yacht in this river when a car battery dropped from the bridge we were passing under went straight through.

Up the East River through the turbulent Hell Gate then out into Long Island Sound and on up the densely urban coastline to Mamaroneck and the large Derecktors boat yard.

Arriving early evening we moored alongside in company with famous US racing maxi Boomerang, cleared in, dropped everything as Randy led the way without delay on a short but serious walk up the road to Sal's Pizza, on Mamaroneck Ave, for a classic Sicilian pizza – no messing with complex toppings, it's all about the base - served up by a hefty po-faced Sal in grubby flour-dusted apron – delicious! Seems this was a longstanding rite-of-arrival for this crew. (Sal's is still going some 35 years on!)

After a clean up the following morning we were shuttled into the city and the next two days were enjoyed as guests

of the generous Macklowes – a visit to their fabulous penthouse, Cajun lunch, dinner at the very posh Post House, visits to the heights of the under-construction Metropolitan Tower, towering over the Russian Tea Room, time to wander in awe (and shop!) and an evening in Time Square entertained by Lily Tomlin in, appropriately, “A Search for Signs of Intelligent Life in the Universe”.....

Then it was out to Kennedy Airport, with an unexpected pocket full of US\$ plus flight paid to San Juan and, to complete the journey, on to the Air BVI Britten Norman Islander for the 45-minute flight back to Tortola and its clean softly warm island air.

“Life itself, so they say, is a journey, and what would life be without ... sailing” – Arthur Ransome (with apologies). ■



STATEN ISLAND FERRY WITH THE SKYLINE BACKDROP - TURNING RIGHT FOR THE EAST RIVER

WE ARE HAVING A HEATWAVE

BY BOB MCDAVITT
(AKA METBOB)

The Hauraki Gulf this summer has been unusually warmer than normal..... a marine heatwave (MHW).

In December 2021, Northland had their strongest MHW in forty years. This has helped the fish to grow faster and brought us fish that normally stay further north. It has boosted barnacles on boats' bottoms. During a MHW, some sea creatures migrate - so sea snakes may get from Fiji/Tonga to Bay of islands. Sea creatures that don't migrate, such as shellfish, starfish and kelp may have a growth spurt or may contract bacterial-related diseases. There is an increased likelihood of toxic algal blooms.



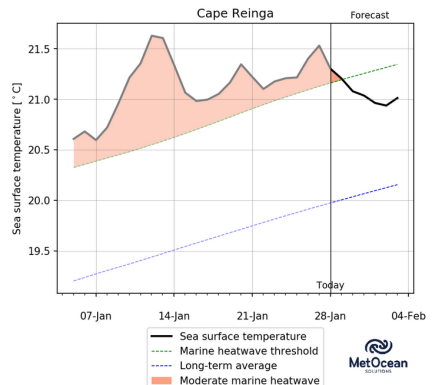
Here is the what, where, when, why and how of marine heatwaves (MHWs).

What: A region is said to be having a marine heat wave when its sea surface temperature (SST) is warmer

than a set threshold for at least 5 days in a row. The threshold used is the 90th percentile of a long-term (25-year) average for a properly calibrated measuring site, ie. the realm of the top 10%. Multiples of the difference between the mean and the 90th percentile yield the categories Moderate (1x), Strong (2x), Severe (3x) and Extreme (4x).

Where and when: The Moana Whakatakanga (Project) is a 5-year, \$11.5 million MBIE-funded initiative and a joint collaboration of the Department of Marine Science of Otago University and MetOcean (part of MetService) and is using advanced ocean modelling with a learning algorithm to predict where and when marine heatwaves will affect NZ coastal and oceanic waters.

Moana forecasts SST for the next seven days for ten regions around New Zealand. Graphs showing data for the past three weeks and the forecast for the next week can be seen at www.moanaproject.org/marine-heatwave-forecast/



Why and How and How Much: Sunny and windless days in anticyclones help to warm the sea. It takes a calorie to warm a gram of water (at 25 °C) one degree, or the thermal capacity of water is 1000 cal/Kg/K, or 4183J/Kg/K, and water “holds warmth” over 4 times better than air (with thermal capacity 1004 J/ Kg/K). In the past year researchers found that the warmth in the top 2 km in all oceans is at a new record high of 240 zettajoules (ZJ) and is 14 ZJ more than in 2020, and that absorption is equal to 145 times the world electricity generation in 2020 [a zettajoule is 1 plus 21 zeros joules]. See tinyurl.com/Trenberthoceanwarming/

Circulations in the atmosphere and the ocean sometimes couple together, and this leads to seasonal heat build-ups which are thought to be the cause of marine heatwaves. We need bright young brains to

study this more so trends can be forecast for risk management.

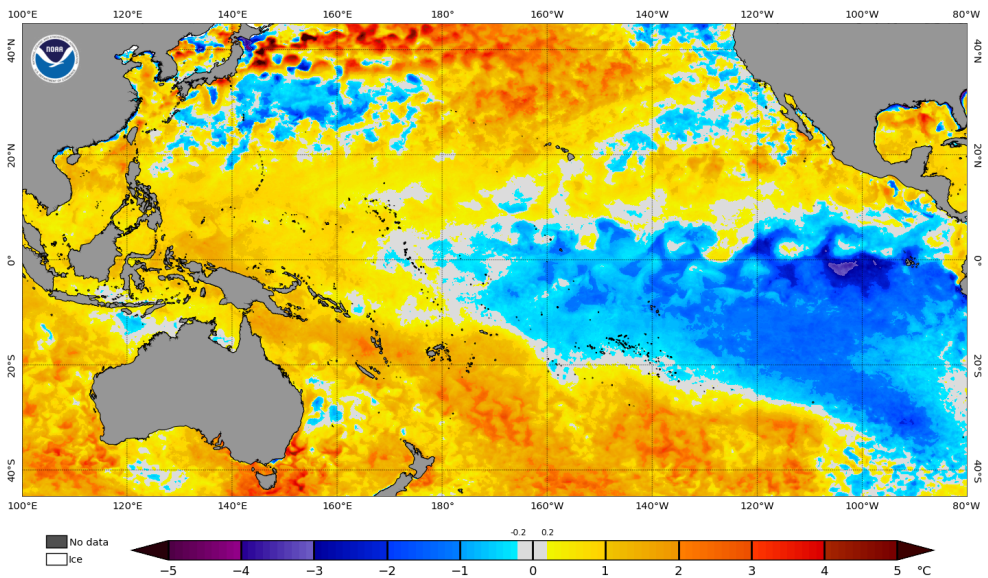
At present there is a C-shaped zone of warm water around a cold zone in the eastern equatorial Pacific. This cold zone is the trigger of the seasonal weather pattern La Niña which we have been experiencing this summer.

Impact on boating:

La Niña shifts anticyclones southwards as we have noticed recently, with a good selection of windless or seabreeze days for sailing. The warmer-than-normal seas are also over Vanuatu and Fiji, so we can expect several tropical cyclones to brew there, and that increases the risk of a few windy and swelly days for us. . 🌊

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

NOAA Coral Reef Watch Daily 5km SST Anomalies (v3.1) 26 Jan 2022



A SINGING PROP

BY KATE HERSTELL



A singing prop is a real thing.

It started over a year ago with a beautifully cleaned prop and a fresh application of Prop Speed. Fast forward a year to our annual haulout, we found the prop in perfect condition. No need to touch until next year..... BUT.... Being hauled out side by side with our cruising buddies, whose prop did need the full works, and with a primed brush in hand, Dee just couldn't resist adding an extra coat of silicone for added protection. That's where we went wrong.

Whilst motoring away from the travel lift, we serenaded Westpark Marina with what can only be described as a high pitched screech between the revs of 1600 and 2200. No stealth missions for us!

Quick scramble to Google to research what our problem could be. As we had replaced the dripless seal on the shaft, we swiftly eliminated any issues there. Sailing blogs indicated that excess silicone can cause a prop to sing so whilst anchored in the crystal clear waters of Ngohitamu Bay in Coromandel with about half a meter of water under the keel, we lightly sanded the excess silicone from the prop which was all that was needed to fix the problem. No more singing.

Having dreaded what could have been a major repair, we were delighted with our simple fix. ▶



SAILBOAT MAINTENANCE - MARINE INSTRUMENTS

BY JEREMY COPE

Maintaining a boat is simply the act of solving problems one after the other; you need some tools, some patience, time and a pit to throw money into.

On Time Out I have two fresh water tanks on which I recently replaced all the plumbing with John Guest snap-together piping and connections, which was pretty easy and fun. I tested the system and everything worked fine except the filter leaked. No matter what I tried it still leaked, so I replaced it, then everything worked perfectly. The next time we went for a sail, the water tanks emptied through the inspection hatches as the boat heeled. I didn't expect that but now I have another problem to solve. What joy!

I was speaking to my 85-year-old father during the week who was telling me about his best mate who, whenever something stopped working, would just buy a new one whereas Dad would always try and repair it. Dad was a TV technician until it became cheaper to just throw away the TV rather than fix it.

I'm the same, I hate throwing something away without trying to fix it first. My Northstar Explorer V315 wind instrument has been dead for some time, so I've spent months googling, facebooking, researching, procrastinating and trying to save money. The display had fallen apart in a past life and been glued back

together and the hand pointer thing didn't move. If I could fix it I'd save lots of \$\$ so I bought a Dremel (you can never have too many tools) and sliced the device open to reveal a corroded circuit board. I doused it in isopropyl alcohol and it cleaned up nicely, I tested it and yes! the hand pointer thing moved. It's working, I'm a frickin genius! The euphoria lasted until I realised that when the wind changed direction the hand pointer thing didn't respond, it just quivered slightly as if to say leave me alone and let me die.

Electronic marine instruments have certainly made life easier for us sailors. Back in 1937 if you happened to be in the service of the British Royal Navy and were asked to obtain a depth sounding, you'd be using a hand lead and line and in accordance with the Manual of Seamanship Vol. 1. 1937 you would '...face slightly the direction of the ship is moving. Swing the lead as an ordinary pendulum to obtain impetus, then swing it over the head in a circle by bending the arm smartly in at the elbow as lead has passed the perpendicular; after completing two or three circles slip the line after the lead has passed the water and before it comes to the horizontal, easing the coil out from the other hand; when it has run as far as it is going, gather in the line with both hands, and obtain an up and down sounding as the ship passes the lead.' Or you could have the Kelvin Mark IV Sounding Machine but that's another story.

I concede it's time to spend money on new instruments. Installing should be fun!

Happy sailing. ▶

THE NEW RYC WORKSHOP



The area at the back of the dinghy lockers has been repurposed into a workshop which is now up and running.

It contains a vice, drill press, bench grinder, drop saw, skill saw, electric planer, jigsaw, a variety of hand tools, and to top it off, a heavy-duty sewing machine. Thank you to everyone who has generously donated their time and equipment to bring this together.

The workshop is available for members to use, however given the nature of the equipment therein, *members use it at their own risk*. For your own safety:

- wear the provided safety gear (goggles and earmuffs) or bring your own
- know your limits
- ask for help if you're not 100% sure on how to use equipment
- tell someone that you're in the workshop



The sewing machine is sure to be a big hit with those making their own squabs: we hope to organise a skilled user to come in and run a tutorial evening - watch this space.

If you need to borrow hand tools to finish a job on the boat or at home, please (!) fill in your details on the whiteboard.

The workshop is a work-in-progress and donations of tools (particularly things like clamps) are very welcome.

Finally, access. There is a combination lock on the door - ask Kate in the office for the code.

Good luck with your projects! ●





WHAT TO DO WITH YOUR DINGHY WHEN YOU CAN'T GO SAILING? MARK BECROFT GAVE HIS GARDEN A LOCKDOWN MAKEOVER. (NOTE THE RYC BURGEES!)



Officers

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Jeremy Cope – Time Out
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Gordon Dyer – Apparition
Tony Evans - Predator
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Office Hours

ADMINISTRATOR **Kate Herstell** – Mintaka

Winter: Tues – Fri. 10am – 3pm

Summer: Tues – Fri. 10am – 4pm

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Magazine

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