

PLAIN SAILING

F E B R U A R Y 2 0 2 3



RICHMOND
YACHT CLUB



FROM THE FLAG

BY RICHARD LIMBRICK
RYC COMMODORE



Kia ora koutou.

Happy New Year to you all. I trust that those of you who did manage to get away over Christmas - New Year did manage to enjoy the tranquility of a beautiful anchorage for at least a night or two. The weather over the last month has certainly left a lot to be desired and isn't how I imagined the first summer of my retirement.

Welcome to all new members who have joined the club. I trust you are enjoying sailing with our club.

The decision to cancel our Mahurangi events was made early and listening to the weather in the Tiri Passage on Friday night confirmed that it was a good decision. Fortunately our clubrooms were unaffected by the weather. Here's hoping that after this we get a period of more settled weather and we can all enjoy our next away event, the Night Race to Kawau.

Over the holiday period we finally got the SB20 off the trailer with Ken and

Lori giving it a short test sail. This will be a new addition to our Wednesday Night racing, initially, and hopefully we will have enough keen crew to enter the boat in Gulf Harbour Yacht Club's Women on the Water sailing weekend in March.

The lead-up to Christmas was a busy time for our racers and cruisers, with a great atmosphere on the beach following our first combined cruising and singlehanded races to Motuihe, lots of entries battling it out for honours in our Wednesday Night Series and some strong competition amongst our singlehanded fleet.

Looking ahead there is still plenty of racing and cruising ahead with the Night Race to Kawau, Route 66 and Gulf Triangle. We also have some RYC crews competing in the two-handed 2023 Round North Island Race. This is an amazing adventure and I am looking forward to following their progress on-line as well as hearing of their adventures when they return.

As always, sail safe. ▶▶



THIS ISSUE

BY CHRIS CRONE
EDITOR

Welcome, everyone, to the February 2023 issue of Plain Sailing.

In this issue, Richard Lewis reports on Panama Jack's inaugural 3x3 Summer Blast! - before Richard Limbrick introduces us to the SB20 soon to be sailing with the RYC fleet.

Steve tells us about the fantastic Sir Peter Blake Memorial cruising event, including BBQ and beach cleanup, then Mike describes a lesson learnt from his 2022 Auckland-Tauranga race.

Metbob fills us in on barometry apps for mariners, before we get a "Blast from the past" - an article on flag etiquette from an 1988 issue of Plain Sailing.

Enjoy! ▶

ROUTE 66 AND GULF TRIANGLE

Not long now until the 2023 Route 66 and Gulf Triangle.

They're going to be great events, and we're grateful to our fantastic sponsors for their support. Look out for the Gulf Triangle's two-handed division this year.

See richmondyc.org.nz for details! ■



A banner for the Route 66 Coastal Yacht Race. The background is a stylized map of the coastline from Marsden Cove to Whangarei Heads. In the center is a shield-shaped logo with 'MARSDEN COVE MARINA' at the top, 'ROUTE 66' in a large banner across the middle, and 'COASTAL YACHT RACE' at the bottom. Below this is another banner with 'FRIDAY 3RD MAR 2023' and '66NM FROM AUCKLAND TO WHANGAREI HEADS'. On the left is the RYC logo, and on the right is the OYC logo. A small sponsor box in the top right corner includes logos for Marsden Cove Marina, Burnsc, Safety at Sea, and Solutions.



A banner for the Gulf Triangle event. The background shows a city skyline at night with a sailboat in the foreground. The text 'GULF TRIANGLE' is written in large, outlined letters, with '3-5 March 2023' below it. In the top right corner, there are logos for xcel and the Richmond Yacht Club (RYC).

WELCOME



New Members

Keeley Sander

General

Sweet Chariot, Lotus 9.2

Simon Devoy and Kirsty Stewart

General Family

Scarlet Fever, Ross 930

Tracey Wager

General Family

New Crew Members

Arwen Kencalo

Clive Harmsworth

Sheryl Tan

Tania Pita

Sidonio and Amanda Resendes



UPCOMING CALENDAR & EVENTS

Feb 2023

- 8th Pot Luck Lunch
- 8th Wednesday Night Series Race 8
- 10th Cruising Event: Kawau Night Race & Westhaven Triple Series & Singlehanded Series Race 7
- 17th Friday Night Special Race 6
- 22nd Wednesday Night Series Race 9

Mar 2023

- 1st Pot Luck Lunch
- 3rd Route 66 & Singlehanded Series Race 8
- 3rd-5th Gulf Triangle
- 8th Wednesday Night Series Race 10
- 10th Friday Night Special Race 7
- 22nd Wednesday Night Series Race 11 (Final!)
- 24nd Friday Night Special Race 8 (Final!)
- 25th Cruise Rally

Apr 2023

- 1st Singlehanded Series Race 9
- 5th Pot Luck Lunch
- 15th Westhaven Triple Series (Haystack) & Singlehanded Series Race 7
- 30th Winter Series Race 1 (9.25am)

May 2023

- 3rd Pot Luck Lunch
- 14th Winter Series Race 2
- 28th Winter Series Race 3



RYC BURNSCO 3x3 SUMMER BLAST!

BY RICHARD LEWIS,
PANAMA JACK

Having enjoyed the two 2-handed races last season we missed them from this year's racing calendar. This disappointment was tempered by the intriguingly innovative Burnsko 3x3 Summer Blast with its intense 3-race 3-handed 3-day schedule.

We're in!!

But what happened to the 'Summer' part of the event? With grey skies and humid northerlies forecast for the whole weekend, perhaps the Committee would consider scheduling sunny 12-knot south-westerlies, as seen in the promo photo, for this year's edition?

The first race was a Rum Race (no extras) and an evening start.

Earlier we had experienced gusts over 30 knots so it was some relief to see Nowcasting recording dropping wind strength and, with DP and Doug on board, we opted for the #1 slightly unnerved if we had made the right decision since the RNZYS Rum Race fleet were all carrying their smaller headsails to their finish.

Flojo and Flashwave got great starts and stretched away whilst we followed our customary pre-start plan and were therefore unreasonably late with worse to follow when the Commodore characteristically pulled rank and, sailing high, forced us to tack away across the incoming tide thus

compounding our move backwards through the fleet of 13 boats.

Creeping up under Devonport for tide relief we suffered further setback as Penury took our wind whilst sailing high close to the Torpedo Bay pole, forcing us low & into a veering wind line.

Further complication rounded out the character-building mishaps when we lost the port jib-sheet as the soft shackle came undone. However with increasingly efficient tacks and 'astute' tactical decisions, totally missing until now, we rounded Rough Rock just ahead of Flojo gliding majestically down from Rangī mark having sportingly taken the long way round. Abeam she looked wonderfully composed with her soaring grey main against the mist-topped darkness of



Rangitoto.

PJ showed her downwind legs on the run down to Orakei having worked our noisy 3-handed way through setting the pole and goose-winging the genoa.

Perfect time for a Christmas Mince Tart sugar rush!

From the gybe at Orakei and the flat-water reach to Reso it was plain sailing with the tide under us, the breeze lightening in a fine grey & gloomy drizzle ... Flashwave showing her flair far in front finishing framed by the Bridge in a flash of sunlight.

Back on the marina we set up for the early start and began the post-mortem which, with the inspiration of DP's Rum Race Dark 'n Stormies, actually focused on tomorrow's 'which way round?' conundrum.

Day 2 - Round Rangitoto

Early at the marina with a chilly bin full of provisions in anticipation of a long day - Bean Rock showing 0 knots, '5 knots var' forecast. Hailed Pepe on the way down the walkway - they were off to Orakei for the Gold Cup Round Waiheke Royal Akarana race regretting the clash as they would rather 'RYC it'.

With new crew DP and Alex - the 'which way round' debate gained intensity given the lack of a breeze, tidal flow being a probable decider.

And then the message - 'Race 2 Delayed and course change - 1000 hours Course 1' - relief from the WWR decision, but what about the glassy calm?

The Committee had that well in hand!

Whilst pre start blobbing in our reflections conversation with a lengthy distinguished yacht agreed with our thought and advised that going down the sea-wall, using the breeze and lift





there generated, would be the go.

After two further delays the start time was set at 10:15. Still no breeze but the Gold Cup fleet at Orakei down harbour had started.

At the 5-minute gun we set ourselves up in the drifter for a start by the wall, noticing with chagrin that our advisors were with the throng at the ODM! With 20 secs to go the breeze, perfectly predicted in the Start Tower, filled in across from Bayswater and we were off, bustling through the flat water – a great start but had we got it totally wrong?

The clear air and flat sea really suited us. But as the breeze veered to the east we came up to lay Torpedo on a close reach. Though well positioned we fell in behind Flashwave, as is our habit, rounding Torpedo in sparkling sunlight.

Too shy for the kite, we reached across the out-going tide to round Orakei with the disturbed air behind Flashwave forcing an early tack. On tacking back we enjoyed our best leg on the wind clearing Bean Rock with the help of the ebb tide, a backing breeze and a flat sea. Unable to lay Northern Leading we tacked onto starboard hoping to call Flashwave powering across from North Head with eased sheets.

No such luck as we followed Peppermint Planet, Oro Rosa, Flojo and Flashwave on the reach down to Motukorea. Rounding the mark we again found we couldn't carry the kite so we reached up quite high looking for boat speed and to clear Bean Rock. We were delighted to see Flojo and Flashwave, kite-shy, enjoying a kerfuffle below us.

At Bean we bore away for Resolution, hoisted the kite and got a bit of a

nudge with a nice wind line following Flojo and Peppermint Planet as they stretched away.

We managed to put some good time on FW, though we weren't holding our breath!!

At Reso it was kite down, just a bit too soon, and reaching across the tide to Bayswater.

Keeping away from the wind-altering influence of the cranes we sailed as low as possible but with little success given the strength of the ebb, all a bit nerve racking as Flashwave came blasting on with a 'bone in her teeth'.

With an excellent kite hoist we bore away into a complete change of weather, dark clouds a menacing backdrop to the Bridge and a flurry of white caps suddenly appearing giving us a blast of a final leg to finish 4th again behind Oro Rosa, Flojo, PP; the fleet crowding home out of the sunshine with a flourish.

Day 3 - Round the Buoys

Under grim grey lowering skies with wet-weather-gear crew variation



#3 - Thomas & Doug - on board, a civilised start time and a friendly 12-knot humid northerly it was looking like a good day for us.

The powers-that-be gave us a longish course out to Flax and back.





We got our standard start jogging comfortably behind along with the ebb down harbour taking our habitual position in behind Flashwave.

Once out round North Head Flashwave hardened up but we had to bear off for power to get through the wind-against tide chop. Flax Point was invisible in the murk, which made for a bit of guesswork. In the twitching Rangī channel breeze we tacked on a header and were delighted to see Flax come up out of the northern gloom just on our starboard bow (serendipitous rather than tactical!). Both Flashwave and Extract Digit had overlaid and were storming toward the mark with eased sheets. We tacked under FW and rounded in their close company.

A slow bear-away set with port pole but nicely off in a lurching run in the slop toward Bean Rock.

We put time on FW and passed them to windward only to have them come back as they got on a better freshening wind line just three boat lengths away.

And a look behind saw the Commodore quickly closing the gap flaunting a massive scarlet masthead kite.

A neat gybe took us square to the mark which we rounded ahead of our nemesis and just behind Extract Digit - well positioned, we thought but not to be as ED broached noisily across our bow forcing us high.

Once we had got up and around their problem-solving all we could see of FW was her rapidly diminishing transom accompanied by an imagined sound-bite of chortling.

Our situation was further compromised as the elegant Oro Rosa came surfing up beneath us with her asymmetrical drawing beautifully but forcing us to sail high and slow on Reso.

And so to another follow-the-leader reach up the harbour with Flashwave again disappearing into the misty future and Cool Change closing steadily and menacing, grey sails against grey backdrop of warships and low cloud, white water under her bow.

A welcome ray of sunshine pierced the grey as we hit the line near the ODM behind Peppermint Planet, Flashwave, Oro Rosa & Extract Digit.

Enticed up to the club, more with the promise of banter & Burnsco generosity than any hope of a podium, we indeed came away empty-handed but belly full with 'healthy' doses of pizza and potatoes, full of praise for great racing from overall winner Flashwave, runners up Manawa and Cool Change and elated at having participated in a event which was both enjoyably challenging & extremely well-run from concept through to finale.

What a Blast & roll on 3x3 '23!! ▶

WHAT IS AN SB20?

BY RICHARD LIMBRICK



The SB20 is a one-design class of sailboat commonly used for racing. The boat was designed by Tony Castro and first launched in 2002.

The yacht is an open keelboat, strict One-Design and is capable of racing with a crew of 3 or 4 whose maximum weight must not exceed 270 kg. With a high aspect ratio keel with a very high ballast ratio the yacht is very stable, but also quite fast due to the substantial sail area. The SB20 is unique in that it does not allow hiking, using a small stainless steel bar to prevent hiking by the crew. This allows for competitive crews of all shapes, sizes and ages. Fast, fun and affordable this boat's rules are so

strict that it does not allow "money" to dictate the results.

Our club is very fortunate in having the use of an SB20 that has been made available by Kevin Mann, a club member who bought the boat in the UK, brought it back to NZ and is keen to see it being used to introduce novice sailors to yacht racing. As a club committee we are keen to see the boat being used to advance the opportunities for our women sailors to develop their helming and trimming skills whilst participating in harbour racing. Not always something that you get to do when you are part of a larger crew on a larger boat.

In the interim Ken Ormandy and Lori Tyrrell have undertaken to get the boat to the start line for the remainder of the Wednesday Night Series. If you are keen to join the crew then please contact Kate in the office. ▶



SIR PETER BLAKE MEMORIAL RACE AND BEACH CLEAN-UP

BY STEVE MORRISS, BELLE



The first cruising race was a great success with some welcome sunny weather.

With light winds forecast for the Saturday race, the decision was made to use an alternative short course 4. It is the first time ever this course has been used, and with the finish Pa Point of Takutairaroa Bay, Motuihe Island, this was close proximity to the intended overnight destination. It also meant that the whole fleet was sailing the same course, with the singlehanded fleet originally sailing a much longer course.

The decision on which side of the island to anchor split the fleet: stay on the closer Ocean Beach that would become more sheltered with the forecast SW



change, or head around to West beach where it was more sheltered at the time. Most chose the later which gave us a bit more time for the BBQ setup.

The BBQ and subsequent prizegiving was well attended by many of the race entrants and the cruisers that just made their own way to the destination. It was great to see some new faces and more families in attendance at this event. With sponsorship from Yachtshare the BBQ food was provided. And we are not talking about the cheap pre-cooked bangers that you might expect. We



shopped at the award winning Drury butcher which included our favourite flavours: Old English Beef, Merlot & Cracked Pepper, Lamb and Mint. There was also room in the budget for strawberries and chocolates for dessert and some additional prizes. A big thanks to the Race Committee: Andrew who started us off in the Tower at the start of the day and Trish who, while we were all eating, was huddled out of the wind around her laptop compiling all the results for the prizegiving.

Our overnight stay experience did vary depending on which side of Motuihe you anchored with the SW change kicking in at 1am. But nothing like a good feed of bacon and eggs in the morning at our Champagne breakfast to start the day. Alex and Rey from Seacleaners arrived in their vessel to conduct the beach cleanup briefing at 9am and then ferried various groups around the various beaches on the island that they wanted us to focus on. On the face of it the beaches looked clean, but on closer

inspection at the high tide mark where all the debris and rubbish accumulates, it was surprising how many bits of plastic we found. We quickly filled our issued rubbish bags with a wide variety of items: jandals, rope, water bottles, fishing lines, lures, foam and I even found a vehicle tyre. Seacleaners regularly visit this Island to collect rubbish, usually four times a year so it was really surprising to me how much that had accumulated in a short period of time. But Alex rattled off some huge stats on how much their organisation collects every year.

We loaded up Taipan for the return journey: a big thanks to Roger and Bill who are essential in running our club events. It was a nice feeling on our trip home that so many came and enjoyed the weekend away, we had some great weather, I had lots of favourable comments and thank-yous.

Happy sailing everyone, let's do this again. ▶



LAZY JACKS ARE GREAT - BUT I NEVER KNEW...

BY MIKE MATTHEWS, ABOUT TIME



Having decided to try a new race we entered About Time in the Auckland to Tauranga race March '22.

We elected the cruising division, with a plan to be back on Sunday night somewhat refreshed, and turned up to the start line on Thursday morning – in a sizeable fleet of just one entry, us – ah we thought, that gives us better than fair odds of taking a division win.

With the forecast at 25-30 knot southwesterlies it was looking to be a quick run, and with a reduced crew (lost one to Covid) a trio of merry mariners set off from Westhaven buoy. Off we went down the harbour and the first reef went in as we passed Maria Island, closely followed by a second reef as the wind built, and a furled headsail down to the size of a storm jib. Not much sail up at all, a building following sea, 35+ knots of wind and averaging about 11-12 knots – exciting thrilling sailing – and not too bad for an 8 ton German production yacht.

Things got interesting about 5 kilometres southwest of the top of Coromandel Peninsula. With the roll of the boat the double reefed main managed to get caught on one of the lazy jack lines, resulting in a lot of pressure on the line, and the boat need to come up to the wind some to release. With one of the crew on deck looking to loosen the lines, we were hit by three close and rather steep waves, the first pushed us over, and as we came back up the second and biggest

fair smashed us – with the on-deck crew member essentially sitting on a mast that was much more horizontal rather than in the more traditional and desired vertical position, while the two of us in the cockpit just held on as the boat lay over on its port side.

It was all happening very quickly, the water activated Dan buoy automatically opened (it was on the port rail and was inundated by the second wave) with a load bang, adding to the chaos. With the explosive opening it hit the GPS sensor, which managed to scramble our electronics. When the boat righted, the lazy jack line was freed with only a small tear in the main sail, electronics intermittently returned and with that experience behind us, and a top wind speed measurement of 49 knots, we thought it prudent to call it a day and run for cover.

Got back home, and as I was returning the life raft to Charles (who graciously lent it to us for the trip), I recounted our tale. Charles has lots of blue water and coastal miles under his belt, and as I concluded, he simply looked at me quite incredulously with the words ‘Why did you have your lazy jacks on?’

I must admit it had never occurred me to take them off, and no-one had ever suggested it to me either and I have never heard that, which is why I am sharing this somewhat embarrassing story. A lesson well learnt, and thankfully one resulting with no harm to anyone or any significant boat damage. Then the cherry on the cake – there is the ignominy that with our DNF we could not even claim a win in our division of one entry. ▶

A BAROGRAPH ON YOUR MOBILE

BY BOB "METBOB" MCDAVITT



Barometric pressure

You want to know about wind and rain, but weather forecasters talk about isobars and fronts. Isobars and fronts show a pattern that is easy to draw and follow. Isobars are those lines on a weather map joining together places with the same surface pressure. The shape of the isobars describes the weather pattern, and the way this pattern changes can be used to forecast wind and rain.

All this starts by measuring pressure change.

What causes pressure to fall?

- Maybe there is an approaching low-pressure system (marked as an L on a weather map).
- Maybe the air is getting warmer (and less dense)
- Maybe the air is becoming more cloudy/humid (YES- damp air weighs less than dry air).
- Maybe the air above is being removed faster than it can be replaced (this happens when rising air is vented off by stronger winds)
- Maybe it is just the time of the day. This is due to a solar-induced atmospheric tide and called the "diurnal pressure change". Pressure rises between about 5 to 9 am or pm and falls between 11 and 3 am or pm. Daylight saving alters these hours.

Apps

Any iPhone includes a pressure sensor which can turn even an old model 6 (or later) into a sophisticated barograph (SIM card not needed for this to work). There are two apps from Starpath for mariners to watch pressure changes:

- The basic free Marine Barometer app records time, date, Lat, Lon, and both sea level and station pressures manually with the press of a button.



- The Marine Barograph app, for a small charge, expands on this basic functionality by storing pressure and navigation data automatically whenever the app is showing. It creates versatile graphic plots of pressure versus time, plus all data can be exported as CSV files. Your vessel track can also be exported as a GPX file for navigation analysis. These tracks can load into Google Earth. Great for recording your sailing adventures. For a full youtube discussion on how to use this app, search for "Starpath Marine Barograph App for iOS". ▶



FLAG ETIQUETTE

Tony Evans recently came across some 1988 issues of Plain Sailing and shared them with some of us at a BBQ. The approach to flags back then was quite different from today, as shown by this article:

The custom of flying flags on board a vessel, whether it be a pleasure-vessel or not, is one of very great antiquity and the rules, no less than the rigid traditional etiquette which govern this ancient and desirable custom, are worthy of far more observance than they frequently receive. The fact that a ship's colours are properly referred to as a "suit of colours" has led to the term wearing her colours being adopted. Consequently, although it is quite correct to "fly a flag on board a vessel", or an owner may "fly a burgee in or from his yacht", the yacht herself does not fly a flag but wears one.

Ensigns

Local procedure generally follows British custom and as long ago as 1707 the "Red Ensign of His Majesty's Fleet" was set apart as the particular national flag of the British merchant vessel. Yachts and similar vessels used solely for pleasure and not profit are, by the terms of the merchant Shipping Acts of 1894 &c., defined as merchantmen, and are entitled to wear the national flag-the Red Ensign - and to enjoy the privileges of British nationality.

Although the Red Ensign may be worn as above, certain yacht clubs and their members are permitted to wear "special" ensigns. It is the prerogative of the Crown to decree what flags may or may not be worn by British vessels - a right which has persisted since the time of the first Dutch wars.

Under the authority of the Merchant Shipping Acts, certain yacht clubs are granted the privilege to use a special ensign - either the white or blue ensigns of the Royal Navy, or the blue or red ensigns emblazoned (defaced) with the device of a yacht club or other heraldic symbol upon the "fly".

The grant of an Admiralty Warrant to a club to fly a special ensign does not, of itself, confer on members of that club a similar right: it only entitles them to apply, subject to their club's own rules, for a personal warrant to fly this special ensign in their own yachts.

The ensign should be worn at the ensign staff at the stern of the vessel when at anchor, but at the peak of the gaff (in gaff rigged yachts) or two-thirds of the way up the mainsail leech. In modern practice this is rarely seen - more on the ensign staff, although this is not technically correct. Yawls and ketches may wear the ensign at the mizzen masthead, but it should never otherwise be worn at the masthead when under way.

Ensigns should be hoisted at 0800 and lowered at sunset when at anchor. (In the U.K. they are hoisted at 0900 from 21 September to 25 March). Ensigns should always be hoisted "two-blocks" and never broken out.

The ensign is sometimes used, hoisted upside down, as a signal of distress. There is no justification for this: the reversed ensign as a distress signal is not officially recognised internationally, for the simple reason that the ensigns of several countries - e.g. France, Norway, Sweden - cannot be reversed.

The union jack, or as it should properly be called, the union flag at sea is appropriated solely for naval purposes and may not be flown in a yacht under any circumstances.

Passing Thought. We have men o' war and merchantmen, but a ship is "she".

How does that add up?

Courtesy Ensigns

Courtesy ensigns are worn by way of compliment rather than etiquette. Foreign vessels visiting New Zealand waters should wear the Red Ensign, and New Zealand yachts wear the national ensign of whichever country she may be visiting. The courtesy ensign should be flown at the starboard crosstree.

Burgees

Every yacht, when in regular commission, should wear the triangular burgee of the yacht club of which her owner is a member. The exception to this is the Commodore's or other flag officer's yacht which wears the flag officer's swallow-tailed burgee or other flag allotted to her by custom and the club statutes.

These flags are worn at the principal masthead when the owner is onboard and is hoisted and hauled down at the same time as the ensign. In many modern yachts the proliferation of hardware at the masthead makes this impracticable and the burgee usually appears at the starboard crosstree or on the backstay.

The burgee of a recognised yacht club is an essential legal part of the colours of any pleasure yacht; for it is only by the ship showing that she is owned by a member of a recognised club that she is legally recognised as a pleasure yacht. The only way of doing this in a ready and convenient manner is by wearing the burgee, the burgee being to the ship as a yacht what her proper national colours are to her as a recognised British (New Zealand) ship. Furthermore, just as the ensign is the symbol of nationality so is the burgee the symbol of membership of a particular yacht club and of the fact that the yacht is in active commission.

Where an owner may be a member of several clubs, it is usual to fly the burgee of the club within whose

waters he is sailing, or of the club in whose activities he is participating. Otherwise it is a matter of club rank. A "Royal" club has precedence over an ordinary privileged club which in turn is senior to a club which has no Privilege (to wear a special ensign). However, in practice only one burgee, or flag officer's burgee, should be worn at any one time. It is not correct to wear one club burgee "superior" (i.e. hoisted above) another; this is an implied discourtesy to the burgee of the club in the "inferior" (lower) Position.

Racing Pennants are square in shape and may carry the owner's personal device. They are worn only when actually racing and lowered upon retirement from a race, when the relevant club burgee should then be hoisted. Burgees should not be worn when yacht is actually racing, and the lowering of the racing pennant and hoisting of the burgee signals retirement or withdrawal from a race.

In our waters a yacht owner offending against the traditions and conventions of flag etiquette is unlikely to suffer any drastic penalty. Similarly, no reward can be expected for meticulous observance of these rules - except the personal satisfaction of conforming with a desirable standard of conduct and courtesy.

In simple terms -

DO wear your club burgee, even if nothing else. (!!)

DON'T leave the burgee hoisted overnight or when your yacht is not being used. Apart from being incorrect etiquette, it imposes unnecessary wear and tear on the flag.

There you have it!

Remember, you can pick up a RYC burgee from the office for \$25. Whether or not you fly it correctly, fly it proudly! ►





Officers

PRESIDENT **Hans Swete** – Transformer
COMMODORE **Richard Limbrick** – Cool Change
VICE COMMODORE **Chris Crone** – Taitua
REAR COMMODORE **Jacky Bush**
TREASURER **Steve Morriss** – Belle
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CLUB MANAGER **Mark Becroft** – Maggie May
BUILDING MANAGER **Keith Bekker** – Manawa
SPONSORSHIP **Jacky Bush**



General Committee

Andy Bevan – Atamai
David Cashmore – Georgia Rae
Jeremy Cope – Time Out
Tony Evans - Predator
John Marshall - Dream Machine
Gregory Thwaite

Office Hours

ADMINISTRATOR **Kate Herstell**

Winter: Tues – Fri. 10am – 3pm

Summer: Tues – Fri. 10am – 4pm

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Magazine

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