

PLAIN SAILING

M A Y 2 0 1 9



RICHMOND
YACHT CLUB



FROM THE FLAG

BY ANDREW BURR
RYC COMMODORE



As we head into autumn and winter, shorter days and cooler nights await, and the memories of a great summer of boating in the harbour and gulf fade from our minds. We may lament the missed chances and opportunities to hunt down our rivals or try that new sail, however don't worry - there's still plenty of sailing on offer.

By the time this goes to press, we'll have had the Haystack race and the last cruising race, to Kawau. The first of the nine races of the CRC / New World Birkenhead / Sailutions Winter Series gets underway on May 5 and the Flap Martinengo Memorial race around Rangitoto is on the 22 June.

In fact, by the end of the season Richmond Yacht club will have held 42 individual races.

As the America's Cup teams and boats start to gather in Auckland,

interest and excitement in sailing will start to build. Our rules state that the Club's purpose is the encouragement of amateur yachting and boating so we have a great chance over the coming years to offer new sailors and boat owners an excellent range of experiences, from simple no-extras cruising to full-on competitive racing. It's a great time to be a member.

With the end of the season also comes the AGM and the election of a new committee. The RYC is a traditional club which runs on volunteer work supported by our office administrator. If you have skills in building/renovation, hospitality, public relations and promotion, technology, or are keen to help lead our Friday Night Special series, have a chat with a committee member and consider joining the team and being part of a successful club in its 115th season. ▶



THIS ISSUE

BY CHRIS CRONE
EDITOR

Hi everyone, this issue we have a great mix of stories from our members: Hans and Pete write about their Route 66 experiences and Nigel describes his epic round-NZ race with Cory on Katana. Rosy and Gordon tell us about their Mahurangi Regatta weekends, and Jeremy explains how to buy your first keeler.

Thank you to all of the authors - these stories go to show what a great club we have - and what great members too. Remember that our AGM is in late June and a new committee will be elected for the 2019/20 season. Have a read below to see whether there are places where you could make a difference at the club. Being on the committee has been a very rewarding experience and I can only recommend it.

To finish, a huge congratulations to RYC members Nic and Ocean who celebrated their marriage at the club in early April - all the very best! ■

RYC COMMITTEE & UPCOMING AGM

Curious about how the RYC committee is structured, and what it does? Read on!

The committee is made up of the President, Flag Officers (Commodore, Vice Commodore, Rear Commodore) and general committee members, all of whom are volunteers.

Everyone sits on sub-committees to focus on particular parts of the club's running - namely sailing, operations, events, promotion and sponsorship; and all work closely with our tireless administrator Kate, to do what needs to be done to make Richmond what it is!

We're looking for new committee members who can help us fill some specific roles....

- Friday Night Special co-ordinator: Help introduce people to sailing by promoting the FNS and assisting

behind-the-scenes with planning, seminars, etc.

- Bar/Venue manager: The bar is the social hub of the club, but also an excellent place for non-club events. The manager deals with the stock management, staffing and licensing.

.... and some non-specific roles too. Do you have experience in building, renovation or interior design? Promotion and marketing, particularly online? Event management?

You'll find a nomination form inserted in this edition of Plain Sailing. Fill it out - our committee members can act as proposers/seconders - scan it, and send it to secretary@richmond.org.nz by 21 June.

We look forward to hearing from you! ●

WELCOME



New Members

Russel & Chris Hawken
Veteran Family

Rowan Smith
Carpe Diem, Elliott 10.6
General

New Crew Members

Andrew Benson

Kelly Bohot

Jo Dooley

John O'Brien

Abbas Rahman



ANDY THOMPSON ON CLANDESTINE JET,
WINNER OF THE VINING MARINE SINGLE-
HANDED SERIES 2018/19

UPCOMING CALENDAR & EVENTS

May 2019

- 1st Pot Luck Lunch
 - 5th Winter Series Race 1
 - 19th Winter Series Race 2
-

June 2019

- 2nd Winter Series Race 3
- 5th Pot Luck Lunch
- 16th Winter Series Race 4
- 22nd Flap Martinengo Memorial Race
- 28th **Annual General Meeting**
- 30th Winter Series Race 5

July 2019

- 3rd Pot Luck Lunch
 - 14th Winter Series Race 6
 - 26th Quiz Night
 - 28th Winter Series Race 7
-

August 2019

- 7th Pot Luck Lunch
- 11th Winter Series Race 8
- 25th Winter Series Race 9
- 30th RYC Social



ROUTE 66: SAILING IN A STATE OF EQUILIBRIUM

BY HANS SWETE

I was fortunate enough again to be asked to do the race on Equilibrium, a state-of-the-art 55-foot cruiser racer campaigned by long-time club member Graham Matthews.

We had done the race last year after a yarn with Graham a week before it started. When I asked then who else was crewing, he said, "Just you.", much to my dismay. While Equilibrium has electric and hydraulic controls, moving large sails etc for two guys in their mid-60s was still daunting to me, so I enlisted one of my regular crew off Transformer to be cabin boy (he was only in his late 50s).

Fortunately, last year was a dream run with a brief tack out of the harbour then alternating between hard on or a tight reach to the finish using only main and jib. The only work we had to do was drop sails briefly while we stood by a capsized catamaran until Coastguard arrived. That was last year and we finished the race around 4pm .

This year we had four crew aboard with only one under 60. A promising start in a light-to-moderate breeze saw us fairly quickly to Cape Rodney which was where the fun began. Little breeze, large holes and several sail changes between Code Zero, headsails and the A2 gennaker kept us busy. The two largish catamarans had passed us prior



to Cape Rodney but we managed to get alongside them off Pakiri Beach.

Being such refined sailors, we sipped Rosé with our crackers and cheese off Mangawhai then made bit of a break to arrive off Whangarei Harbour with the two cats in close company. The hardest sailing was getting to the finish line against the tide – at times we went backwards but just made it at about 7.30pm. The two cats finished just ahead of us so we were happy with our result over the line.



A quick tidy-up while the rack of lamb was cooked to perfection and the Shiraz breathed. A lovely meal, great wine and a lot of the world's problems solved around the table, including us doing our best to ensure there is no great wine lake.

I recalled the first race in which we only had three entrants: myself (Transformer), Nevenka and Prawn Broker. We finished and then motored up to the Onerahi Yacht Club where we were royally treated with an overabundance of food, alcohol and

prizes. It was a long way home with a hangover.

The race has now become part of Auckland's sailing calendar providing a race half the distance of the Coastal Classic with a lot less logistics in getting crew, getting home and berthing. The generous support of Marsden Cove Marina with marina use and the marquee for breakfasts and prizegiving makes for a special atmosphere and together with the other sponsors, the Route 66 holds a unique position in our programme. ►

ROUTE 66 SINGLE-HANDED AKA “EXPRESS TRAM TO MARSDEN COVE”

BY PETER LOCKE

Funny story actually. A colleague of my wife’s mentioned to her that he had spent the weekend up at Whangarei and told her he was woken about 1am Saturday by a ship blasting its horn. “That wasn’t your husband, was it?” he asked. But more about that later.

I am told that there used to be an express tram up to Bondi Beach that used to thunder through Sydney giving rise to the term “shooting through like a Bondi Tram”.

The forecast leading up to the event went from “stellar”, to “driftathon”, to everything in between. No prizes for what we actually got. The day dawned, with me so deep in thought about the day’s tactics that I completely missed the Curran Street off-ramp and headed back on auto-pilot to Onewa Rd to turn around and try again. “Bother. I hope that’s not a sign of things to come,” I mused. Actually, the language was a touch more colourful but I am mindful that this is a family publication.

All the safety checks done, shore electrics disconnected (another story for another day) and we (the royal version) were off to the start.

Having a self-tacking jib means that I have a huge advantage in a short tack duel, and this turned out to be so as we headed up the harbour, racing a tide about to turn. I could not hold on to



the Young 11, and just held off Oracle to North Head.

I was joined by two juvenile orcas up the Rangi channel, my auto-pilot tried to kill me, and I watched Oracle stretch his lead until he was a small speck in the distance. That small jib does not have enough horsepower on a tight reach.

I thought the right would pay and it did, and I kept right all the way up to Whangarei. It was painful at times seeing the log display 1 knot, oops 0.3 knots.... But I could hear it was a lot worse for those who started only 5 minutes behind me, as the radio comms started announcing mass retirements.

I drifted into the channel just after midnight on a big incoming tide, and was sure I was to the right of the shipping channel. However, turning at No. 7 buoy I must have drifted right into the channel. There were lights everywhere and I didn’t know exactly

where I was headed. Tired and hungry I plodded on until my dazed state was rudely interrupted by three loud blasts of a ship's horn. Let's just say, I will be

a bit more mindful next time, as the pilot boat only missed me by about 20 m. Thank goodness for those clean undies. ■

ROUND NZ ON KATANA

BY NIGEL GARLAND

I purchased Katana, a Sun Fast 3600, to do the 2018 solo trans-Tasman but was unable to do so after losing the rig a couple of months before the start. It took a surprisingly long time to get fully back up and running again but then it was the question of what to do now: RNZ, here we come.

Now who would be foolish enough to want to do it with me? Cory McLennan. Build-up included the 2018 SSANZ triple series, Coastal Classic two-handed and the Akarana 350. All these completed in light conditions which wasn't ideal but turned out to be similar to what we had in the RNZ.

Leaving Auckland 2pm on Saturday Feb 16th for leg 1 to Mangonui was some of the best breeze we saw, with a 25-knot southerly. We were a bit conservative heading through the Tiri Channel with a poled-out jib but then had a great reach up the coast with the A5, hitting 17kn with dolphins along for the ride.

We had a frustrating finish to the leg in Doubtless Bay as the last of the breeze died out. Gale Force did well to get out into a little breeze and sail into the finish while we lay stranded and finished 1.5 hours later when an easterly finally arrived.

A great little one-night stopover in



Mangonui with a 2pm Monday start for the big leg to Stewart Island. Despite a cyclone forecast, we headed out in a light NE. Just as we got to North Cape on nightfall, Titanium came trundling through with Motorboat not far behind. We had some great sailing across the top before the wind died out and the tide streamed against us. With very little wind right behind us we couldn't reach Cape Reinga but saw plenty of interesting local water and wave effects. Finally escaped at dawn with a day of champagne sailing with Copellia close by.

We had light conditions all the way down the west coast, often trying to run deep with little breeze and 2m swells upsetting the sails. This came to an end for us about 150nm west of Farewell Spit. We'd finally had a few hours of reaching down the rhumb line with some pressure when a small front come through at dawn. I shouted out for Cory that we had to reef; within a couple of minutes we had the reef in

but were now heading back the way we came at 12kn...so kite down, jib up, back on course....wind dies out. Reef out... uh oh.

We couldn't get the main up or down. Climbing the mast wasn't much fun in sloppy conditions to find the top section of the mast track had pulled away. The top cars were caught between the screws which had to be removed before sliding the cars onto the next section down and taping the top section to the mast. We were off again but with a permanent 2 reefs in the main.

A couple of nights later 50nm north of Jacksons Bay we had the first rain of the trip... proper West Coast rain. It didn't last long and with no wind, the slating of the main had caused the next section of mast track to pull away.

I think it was about 1am at this stage and we didn't really know why the track had failed and what would be needed to fix it, whether we should head north or south. I was concerned we would arrive in Stewart Island late and would be stranded there as the

rest of the fleet carried on. We talked to Steve Ashley who assured us it could be fixed in time. By this stage there was a reasonable southerly and nasty chop so we went to use the motor to steady things with the auto-helm while we got the trysail (fortunately hanked on a separate line) sorted. The motor died immediately - the embarrassment of wrapping a spinnaker sheet that had come loose around the prop. This was the low point of the whole trip with the feeling of not having another option to help ourselves if we needed to seek shelter.

The breeze continued to build as we banged our way south with trysail, reefed jib and then #4 - it was another beautiful day and we were making reasonable progress. Our spirits really rose when we saw the damaged spinnaker sheet had drifted clear of the prop (probably during the sail change).

Amazing sunsets (Cory saw the green flash) and a sunrise with the sawblade profile of the Southern Alps. By Cape Providence at sunrise we had 25kn and it continued to build to 35-40kn. The



poled-out jib and trysail was a great combination as the breeze followed us around the corner. We had both a NW and SW swell at about 3m that were very short and breaking giving great rides down the faces in the high teens, before a lovely quiet sail around into Halfmoon Bay to finish that evening.

Stewart Island was a highlight. Cory and I were very lucky to be billeted with locals Phil and Diane who showed us around and gave us a great insight into the island and its history. We went up Patterson's inlet on Coppelgia with a walk to the ruins of the Norwegian yard where they serviced the whaling boats: propellers damaged by ice 90 years ago still lay on the beach.

Bart of NZ Rigging came down from Auckland to fix the rig - some longer screws were all that was needed - so we were all set for the start of leg 3. We split east to keep clear of the tide and try to get out into the SW breeze. One afternoon I was sleeping on the cabin floor and woke up thinking we had run aground. Assumed it was all a dream and was about to doze off again until Cory shouted down that we'd just hit a whale (that may have been a sunfish). Fortunately no damage to either of us.

More lovely weather for leg 3; we enjoyed rounding Cape Kidnappers with a beautiful sunrise the next morning and then had a great sail into Napier. Again great hospitality and good times on the wine tour and blokart racing.

Leg 4 started with a tight reach in a good breeze across to Mahia Peninsula before a great kite reach down the coast. It became a handful as we slipped down the seaward side of Ariel Bank north of Gisborne and then finally became too much after wiping



out and not being able to get back down on course again. Not sure how the spinnaker stayed in one piece but it made an impressive sight flogging from the top of the mast at 2am.

Another glorious morning to round East Cape in dying breeze. Light conditions across the Bay of Plenty and were looking OK on the fleet until making tough work of it outside the Mercury Islands. Ended the last day with a tacking duel with Coppelgia up the top end of Coromandel and over the same spot we lost the rig a year earlier. A great kite ride down to the Motuihe channel in a norwester that we hoped would get us to the finish. A painful pause off Islington Bay before coming to a stop just shy of Devonport wharf. An hour or so later Coppelgia and Gale Force sailed past us up the other side of the harbour and we limply followed, crossing the line in the first light when the tide finally turned in our favour.

It was a stunning event and has left us both looking forward to the next long-distance short-handed adventure. ●

MAHURANGI REGATTA ON PREDATOR

BY ROSY HERSTELL

The week leading up to Auckland Anniversary weekend and the classic Mahurangi Regatta brought promise of great weather, and myself and four other eager crew were getting very excited for our invitation aboard Predator for the weekend.

Friday finally arrived and while apprehensive about the low winds, we got on board early and were pleasantly surprised by 15 knots! Off we went to the alternative start line at Northern Leading to head off amongst a fleet of single-handers and more.

A beautiful sail lay ahead of us, but at the mention of “gennaker” we all

looked at each other dumbfounded. As regular crew on the MRX Hydraulic, we’d never sailed a gennaker before, but we were excited for the adventure. Let’s just say we still have yet to gybe without getting the sail caught around the forestay - despite our best efforts and lots of enthusiasm. We did, at one point, manage to get the gennaker so stuck that we spent half an hour in the pitch black heading downwind just trying to get it down - always an adventure on board.

Keeping a close eye on the boats around us and making sure to nudge out the surrounding boats at the last minute, we arrived at Mahurangi harbour, to a sea of anchor lights. A few hundred boats around us - we knew we were in for a great weekend!

A good sleep and a early morning had us on the beach for the races - with JF taking out 1st equal in the men’s open boogie boarding race (the best thing we won all weekend!). They announced that one of the classic yachts was a crew member down, and





Amy jumped at the chance to race aboard the Bessie Houdini - a beautiful little classic green dinghy with red sails! The rest of us poured our gin and tonics and admired the classic yachts - picking out the Richmond Boats as they passed.

Saturday night brought the highlight of the weekend, the BBQ at Scott's Landing. After a big feed, and catching up with friends, we hit the dance floor with some groovy moves to a great jazz band! If you missed out, make sure to be there next year! As the night went on, the dance moves got funkier, and we all danced the night away. The band teased "Wagon Wheel" all night, and unfortunately after it never got played, I took it upon myself to sing out to the whole bay - fighting with an outboard motor to be the loudest. I definitely won. If you were in the bay, I apologise; please send your complaints to Kate Herstell in the office.

Another highlight of the Mahurangi

Regatta is the joint Richmond and Panmure Yacht Club Champagne Breakfast! Getting to the beach bright and early, a great team at Lidgard Sails, with support from Richmond Club members, got a delicious breakfast together - thanks Lidgard Sails!

Breakfast was followed by prizegiving and the annual Panmure vs. Richmond Tug of War! There was great anticipation for this challenge, as the trophy was admired by all! Best of 3 wasn't necessary as once again Richmond got the rope over the line not once, but twice. A solid resistance was brought up by Panmure, and our Vice Commodore (aka Commodore full of vices) accepted the trophy!

As usual a great weekend was had by all, and if you haven't already, make sure to get next year in the diary! Thanks to Tony and the crew on Predator (JF, Nicole, and Amy) for the great adventure! ►

MAHURANGI REGATTA ON APPARITION

BY GORDON DYER



On the Monday prior, Windguru was punting on a dream forecast 15 kn SW swinging around to the south at 15 kn at 21.00 (about when one would be rounding Whangaparaoa) ... but by race day... it wasn't!

On the day, we had forecasts from SW around to NE and the only thing consistent was: not a lot of pressure. Given the inner harbour calm for most of the day and a monster incoming tide to battle (a 3.6m low at 6.00), the start was moved to Northern Leading in anticipation of a very slow boat race. But we got lucky, the wind gods came

to the rescue and dished us up a pretty consistent SWer at 15 kn.

For Apparition, it was our first race in 9 months. We had a good start, but did not have the balls to run a shy kite along the Rangī shore out of the incoming tide..... big mistake! Peppermint Planet got away and after rounding Rangī Light sailed higher angles than us. We pulled them in a little when they crossed. Not quite laying the Whangaparaoa Peninsula, we executed our first gybe, washed down an excellent beef curry with a round of Wakachangis then executed our 2nd gybe in the dark. We tried hanging onto the masthead kite after we rounded Whangaparaoa....but with a lack of commitment from both sons to sit on the rail we dropped and hardened up for the reach up to Mahurangi: in by 22.45 with plenty of time to reflect over a really great race with a few rums before turning in.

The following day was the Mahurangi regatta. This kicks off on Saturday morning with numerous events from Sullivan's Bay: swimming races, dinghy



sailing, longboat rowing races, classic launches, egg and spoon, etc, and some very interesting craft on show here.

The classic yacht races kicked off around midday and this is a real spectacle watching the A class, Cs, Ks, mullet and an array of old gaffers line up for racing. Following this is a division for Modern Classics (gotta be designed before 1985), which covers most kiwi production and non-production yachts.

Yup, Apparition is a modern classic. To legitimise our attendance at the after party, we were a starter. Unfortunately we got behind a bunch of Stewarts, who were practicing “death to everyone” rather than just themselves, so no podium finish this year.

The prizegiving and after-party is legendary. On the Richter scale of great nights out, this is always a 9+ and a massive credit to the Mahurangi Cruising Club for pulling this off. Further to an impressive prizegiving for the large array of trophies, BBQs were provided for all to cook their own food as well as a marquee with a 20-piece jazz swing band to entertain the large crowd of wayward sailors. With a bit of arm twisting from the Tony and the girls, the party moved back to Predator for a series of rowdy nightcaps.

Some of us were a bit shabby Sunday morning for the Lidgard Sails champagne breakfast. Lidgard's very generously host RYC and PYC for this full monty interclub breakfast. Following prizegiving was the annual tug of war (for which the PYC put up a trophy last year). Despite a large contingent of Panmure “ring-ins” and a very spirited first pull that just about knackered everyone, RYC had a trophy to defend; and, with doubtably the best-looking, leanest and fittest bunch



of boys and girls to assemble at Scotts Landing, reigned supreme on the rope again.

Due to social commitments of our younger crew members, we sailed back on the Sunday, following the Classic Yachts race back to Auckland. We had a reef in the main and #3 after rounding Whangaparaoa. The sight of the 3 large gaffers Ariki, Rainbow and Rawhiti in a serious dogfight just in front of us and all well overpowered carrying their topsails, was a real spectacle.

All up a stunner of a weekend..... would have to have something truly amazing on offer not to do next year's bash. ■

HOW TO BUY YOUR FIRST KEELER

BY JEREMY COPE

Almost a year ago I bought my first real yacht, a keeler. If, like me, you've always dreamt of owning a sail boat and haven't done it yet, here's how I did it.

I've always loved the sea and always dreamt of owning a keeler. Before having kids I had a Hartley 16 trailer-sailer and crewed on a Noelex 21, followed by a Lidgard 29 in Auckland harbour races. I was just about to do the Coastal Classic but had to pull out as my wife was due with our first child on the same day; a tough decision but probably the right one! I windsurfed for a while and then owned several Sunbursts; off Narrow Neck beach I would play sailboat captain and the kids would play jumping off, it was great fun.

I did a lot of virtual sailing, walking around Westhaven and surfing through TradeMe just looking and dreaming and never thought I would be able to afford a real boat - with 3 kids and a mortgage there were always other priorities.

I got introduced to the Victoria Friday Night Special by Dagmar Bellamy whilst working with her a few years ago - thanks Dagmar, this is all your fault. The first sail I had on the Special was with Bryon Wright on Revolution Blues - coincidence or destiny? Bryon says he doesn't remember it but I certainly remember the large cups

of rum afterwards. I did two series of Friday nights which was a lot of fun and then Revolution Blues came up for sale. With the kids grown and doing their own thing, I could finally turn the daydreaming into a reality. I asked if anyone wanted to go halves and Tia Dawes, who'd crewed on RB before, said yes. I didn't know Tia so we met, realised we had similar goals, and agreed to proceed.

Neither of us had ever owned a keeler before but Tia had sailed with Bryon for two years so he knew the boat and the owner. We knew she was pretty well set up as Bryon had won a few, sorry many, many races, plus it was on a berth at Westhaven and Bryon seemed like a genuine guy who was keen to help us out, so lots of positives.

There weren't really any negatives apart from dollars but hey this is not a financial decision - it's emotional - and the more we talked about it being a reality the more I started to go from excitement to minor panic. What if we break down in the Gulf? How do we back into the marina berth? How do I use the VHF radio? What if the boat capsizes? Why is the boat leaking? What are the rules of the road? What are all those ropes for? What are those wires for?!

So, with a mixture of real excitement and some trepidation, we agreed on a price conditional on a survey, shook hands and put the wheels in motion.

This is the list of things we did:

- Took lots of notes every time we met with Bryon - the more meetings and notes, the better
- Got a survey with the boat out of



JEREMY (BELOW) AND TIA ON R.B.

- the water
- Got insurance – you need a minimum of \$5 million cover in Westhaven
- Organised transfer of ownership of the Westhaven berth
- Transferred the VHF call sign
- Joined the Coastguard
- Got my VHF radio operator certificate – can be done online
- Bought a hand-held VHF radio, an EPIRB and a battery charger
- Set up a joint bank account for berthage, power, maintenance, petrol, expenses, etc, etc, etc
- Installed various apps on my phone: Navionics, Windguru, Met Service, Coastguard, PredictWind
- Bought a chart of the harbour – Bryon said we need to know it in detail – he was right 😊
- Bought wet weather gear
- Got together with our partners and had a few drinks to ensure we all got on

- Joined Richmond Yacht Club – very important!

- Started reading sailing books again

As for those minor panics, I now know what most of the lines on the boat are for, I found out that physics stops a keeled boat from capsizing unless you're in a massive storm, backing into the berth is just about ongoing practice, if we break down the coastguard will rescue us and we've fixed some of those leaks.

So if you're looking for your first keeler my top tips are;

- Join Richmond Yacht Club, do the Friday night series and talk to people - they are all friendly and helpful
- Shared ownership is a great way to make it easier on the wallet, especially the ongoing costs
- Most importantly, live the dream - get out there and do it!

Happy sailing! ▶





Officers

PRESIDENT **Hans Swete** - Transformer

COMMODORE **Andrew Burr**

VICE COMMODORE **Mark Becroft** - Maggie May

REAR COMMODORE **Tony Evans** - Grenada and Predator

TREASURER **Steve Morriss** - Belle

SECRETARY **Dagmar Bellamy**

CLUB MANAGER **Mark Becroft** - Maggie May

BUILDING MANAGER **Keith Bekker** - Manawa

General Committee

Jacky Bush

Chris Crone

Parizad Dantra - Hydraulink MRX

Gordon Dyer - Apparition

Richard Limbrick - Cool Change

Jeremy Cope (co-opted) - Revolution Blues

Office Hours

ADMINISTRATOR **Kate Herstell** - Mintaka

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

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

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Magazine

We would like to hear your stories and feedback! To submit news, stories or photos email us at: magazine@richmondyc.org.nz

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