

# PLAIN SAILING

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RICHMOND  
YACHT CLUB



# FROM THE FLAG

BY MARK BECROFT  
RYC COMMODORE

**Hi all. I first wrote this introduction hoping we were soon to leave isolation, but now we won't have freedom until Level 2.**

Luckily for the club, we had virtually finished our summer sailing calendar before we were all sent home. Kate took the club computer and file folders home and has run the RYC out of her spare bedroom. Thanks Kate, for keeping the club running smoothly in a difficult time.

I spent a little time with VirtualRegatta, doing some armchair sailing. That was a fun break from doing renovation projects around home. Toffee the bear did his part to defeat boredom with daily costume changes.

What happens next?

Provided there are not too many restrictions on our movements, we should be able to settle back into our winter calendar fairly easily. The winter series will be on again in Level 2.

Our next long race is the "Flap Martinengo" around Rangitoto. A great chance to stretch your sea legs before winter sets in.

Don't forget that it's not all about the racing. We have events at the club on the last Friday of the month throughout the dark season.

July 31 will be a presentation by some of the brave men and women who sailed short-handed around the North Island in March, from becalmed off the west coast to raging wind and



seas heading into Wellington harbour. August 28 is the annual Trivia Quiz. September 25 is Movie Night. We expect to show "The Weekend Sailor" with free Popcorn and Jaffas for all.

Our AGM and prize giving will be held on June 26. This will include the election and re-election of Committee members. I would like to say a big THANK YOU to our current committee members for their efforts in the past year. We are always looking for new committee members to help with keeping the ideas fresh and the club vibrant. The tasks are not onerous and it doesn't take much time. If you think you may have what it takes to help on the committee, please give me a call on 0274780125, or drop me a line at [markbecroft@xtra.co.nz](mailto:markbecroft@xtra.co.nz) to discuss how you might fit in.

Happy sailing. ►

# THIS ISSUE

BY CHRIS CRONE  
EDITOR

Welcome to the May 2020 issue of Plain Sailing. The past three months have been unusual to say the least, but many of our members got some great summer sailing in.

In this issue, Sin reports on Hotdogger's Route 66 and Bryon

describes Atamai's epic Round North Island two-handed race.

Two of our new members, Dale and Nataliya, tell us about their journey to boat ownership - and Jeremy lists out his lessons learnt after a year of racing Revolution Blues.

Please consider writing an article for August's issue, whether 200 or 2000 words - it will be greatly appreciated by your fellow RYC members. Contact us at [magazine@richmondyc.org.nz](mailto:magazine@richmondyc.org.nz) ■

## UPCOMING CALENDAR & EVENTS

### May 2020

- 3<sup>rd</sup> Cancelled - Winter Series Race 1
- 6<sup>th</sup> Cancelled - Pot Luck Lunch
- 17<sup>th</sup> Probable - Winter Series Race 2
- 31<sup>st</sup> Winter Series Race 3

### June 2020

- 3<sup>rd</sup> Cancelled - Pot Luck Lunch
- 14<sup>th</sup> Winter Series Race 4
- 20<sup>th</sup> Flap Martinengo
- 26<sup>th</sup> **Annual General Meeting**
- 28<sup>th</sup> Winter Series Race 5

### July 2020

- 1<sup>st</sup> Pot Luck Lunch
- 12<sup>th</sup> Winter Series Race 6
- 26<sup>th</sup> Winter Series Race 7
- 31<sup>st</sup> Round North Island talk

## WELCOME



### New Crew Members

**Maria Veremyova**

**Kate Farmer**

### August 2020

- 5<sup>th</sup> Pot Luck Lunch
- 9<sup>th</sup> Winter Series Race 2
- 23<sup>rd</sup> Winter Series Race 3
- 28<sup>th</sup> Quiz Night

### September 2020

- 2<sup>nd</sup> Pot Luck Lunch
- 25<sup>th</sup> Movie Night

*All events Alert-Level-dependent.  
Keep an eye on our web and Facebook  
pages for updates!*

# ROUTE 66: 2020 WRAP-UP

**Congratulations to all participants and podium-finishers of this year's Route 66.**

While 2019's race was plagued by very light wind throughout Friday and the early hours of Saturday, we were blessed with solid breeze in 2020.

Huge thanks of course go out to our sponsors, particularly Marsden Cove Marina and our sponsors of 1st, 2nd and 3rd prizes: Lidgard Sails, Safety at Sea and Sailutions.

Enjoy the photos and Sin's race report - we're looking forward to next year's race already! ▶





A SELECTION OF 2020'S WINNERS



# ROUTE 66 ON HOTDOGGER

BY SIN GRUJICIC

**The best races are the ones we least plan. And so was the case with this year's dash to Marsden Cove.**

The week before R66 I asked my crew to see who'd be interested in doing the race. The forecast was looking OK and there were three hands raised. Doug (bow), Nico (everything else), and Graeme (120kg of ballast). With me holding the 'shouting stick', it had the hallmarks of good times!

A few days out, Graeme had to pull out because of a family commitment. Ever the gracious skipper, I accepted his resignation (Graeme: you are the flea on an infested weasel, a snot-filled

hagfish, and a generally disappointing human being). We now had ballast issues given that the boat had been carefully provisioned with alcohol which could not easily be offloaded. There was also a righting moment issue: we could manage without Graeme's weighty opinions, but we needed his weight.

Friday morning dawned. I piled gear into Dougie's environmentally friendly hatchback and we made our way to collect Nico. The weather forecast was turning out to be surprisingly accurate. Although we had a nice beat out of the harbor, all the way to Whangarei Heads we felt acutely the need for 120kg of aged beef.

We lined up against a few boats that we needed to worry about: Motorboat (SR26), Predator (Beale 9m), and T-Rex (an SR26, but let's call it TP52 @50% = TP26). It was only Motorboat and Predator that played on our mind, because we figured T-Rex was always



AHEAD OF AN SR26!  
BUT BEHIND PREDATOR...

going to dust us off.

'Good start' is a relative term for a skipper with an unreliable watch. After a good start, we chose the wrong side of the harbour and didn't manage to edge past Motorboat until after North Head. Around Rangī Light we had the inspired idea to use an FRO. After setting it up and establishing that it would be a fantastic sail for 30kt+ winds, and that we didn't have 30kt+ winds, we retrieved it and resumed our reach towards Tiri. By this time Predator had made a lovely lead and Carpe Diem came through. The words of Tony from Monotone echoed in my head: "Every time I used that sail I was disappointed!", however without extra ballast the masthead zero was not an option (Graeme: your mother was a hamster, your father smelled of elderberries, and we fart in your general direction).

We settled in and had some food and drink and waited for Cape Rodney. The boat was doing OK and we were coming through the singlehanders. Bondi and Real Deal were doing really well. Hats off to you, Stu and Pete.

Takatu Point. By this stage I was thinking maybe we could get the zero out. Carpe Diem had a fractional gennaker going, and they really took off. Our zero unfurled and we three-sail-reached with a beautiful, ballet-style performance... 30 seconds out of control, then a controlled round-up, then an uncontrolled take-off (Graeme: you are the limp lettuce in my sandwich, the unsalted pretzel on my cheese platter). After a few minutes we dropped the jib and had all the control in the world. Sort of. The boat lit up and I realised this was the reason we came to do R66: speeding across the horrible Bream Bay swell.

Predator was still reaching with their



jib on and we started to reel them in. It took us about 30 minutes to get through. Carpe Diem was next in our sights - we were in different divisions, but they were the next sail on the horizon. I expected the breeze and swell to get worse as we approached the Heads, so we stayed high. The breeze built and we were seeing gusts in the 20s, with massive swells. We were chomping at the bit to carpe that Diem, but it was improbable in those conditions.

The last mile after passing Busby Head was.... interesting. The tide was running in and although our speed through the water was low, our SOG was through the roof! We watched Carpe in front of us bemused as they swiftly dropped their gennaker, put the jib up, tacked, tacked again, rounded up, eased the sheets, sped up, rounded up... all this commotion made much more sense in 90 seconds time, when we found ourselves doing the exact same.

The result? Second on line, second on handicap, and the TP26 won the day. I can live with that result; Reggie sails T-Rex incredibly well and it's a well-deserved win.

A huge thank you to Richmond and Onerahi for organizing this fine event. And special thanks to Marsden Cove Marina for providing a safe haven after the race, and a place to lay low until the weather improved for the return journey. ▶

# RNI 2020 ON ATAMAI

BY BRYON WRIGHT

**The 'Round North Island' race (RNI) is run by the Shorthanded Sailing Association (SSANZ) every three years. It is a two-handed race in four legs that encircles NZ's North Island and is considered one of the hardest amateur sailing races. I've wanted to take part since my first two-handed SSANZ race, 10 years ago on a borrowed boat. Now that I've joined Simon Malpas on Atamai, the time was never better - we signed up..**

## *Leg 0: Preparation*

For those looking to race a RNI or other major race - get yourselves ready for months if not years of boat prep. Aside from trying to make your

boat fast with sails and systems for shorthanded racing, the RNI has high safety requirements for boats. You also have to prove yourselves worthy of participating - which usually means lots of shorthanded racing, breaking and fixing the boat, capped off with a qualifying sail - a long race on the order of 250+ nm. Simon and I completed our box-ticking after steady preparations and we were ready to race a month prior. Then a winch broke and the clutch broke (etc etc) - it seems the boat knew we were keen and started shedding weak bits for repair.

## *Leg 1: The long Coastal*

Leg 1 of the RNI is basically a long Coastal albeit sailed in warmer conditions. Go straight at Piercy and turn left at Berghan Point. This time it was a tight reach with some light patches. We more or less set the tone for our race by trucking along and watching the lighter, racier competitors in Division 3 light up in either light or strong downwind conditions, knowing Atamai had little chance on handicap



WE ENJOYED WATCHING THE FAST 35-FOOTERS PUSH THEIR BOATS - IN THIS CASE GALE FORCE AND SNIPER IN CLOSE RACING WITH A HUGE AMOUNT OF SAIL AREA UP.



THE ROUNDING UP NORTH WAS  
INCREDIBLY SCENIC - THE SUN SET AS  
WE APPROACHED CAPE REINGA



in the race. Instead I took pleasure in sailing alongside boats like Katana, Gale Force, Sniper, Kick, Coppelia (in Div 4), The Guarantee and Odyssey V. We finished the leg in the company of new and old friends and frolicking dolphins.

*Leg 2: Rounding Cape Reinga, drifting by Cape Egmont and troubles entering Wellington Harbour*

Leg 2 started with a light downwind start out of Doubtless Bay followed by an abrupt switch to a northerly seabreeze then an even more abrupt change back to the southeasterly gradient after passing Cape Karikari. By the time we rounded North Cape - the northernmost bit of the North Island - we were power-reaching in strong winds toward the real north-cape of NZ - Cape Reinga. This one has it all: shallow breaking banks (frothy white Columbia and the mysterious Pandora), big currents (which were fortunately in our favour), big rips (which are never in your favour), dramatic lighting for a sunset (dreamy, and a fast trip North this edition!). We rounded the cape hard on the wind in 25 knots, launching into 3-4m waves, going 12 knots SOG - which is definitely an upwind record on Atamai!. The night that followed was

rough and intense.

After the rough crossing to the West, the main weather feature of Leg 2 was a large high pressure area on the way south. Some boats decided to sail around, heading farther offshore, which some tried to tuck inside. Our weather routing showed us being better off down the middle. By the time we were approaching Taranaki, after days of slow and shifty sailing (the highlight of which was a humpback whale sighting) it was possible that our move paid off, and we decided to follow the boats that preceded by a few hours and head along the coast and sneak around Cape Egmont, the easternmost cape of the North Island, and into the South Taranaki Bight. Alas, this plan failed as the wind died out entirely as we approached the shore just before the cape. We found ourselves drifting in 10m of depth along the coast in no wind, but moving more or less parallel to the coast... and in the right direction... at about 1.5 knots! The breakers on shore were audible and we pointed Atamai toward deeper water and flogged and waited - 10m... 9m... 12m... 15m... 11m (hmmm...)... 13m... 20m... (whew!). We slowly worked away from land while watching the



I CLIMBED MT. TARANAKI WITH MY DAUGHTER LAST YEAR - TO GET THE OPPOSITE VIEW. IT WAS GREAT TO SEE THE PEAK IN FULL SUN - JUST NOT FOR SO LONG!

boats that stayed farther out sail slowly over top of us. Eventually we rounded the cape and drifted and then sailed toward the building northeasterly and Cook Strait.

We came roaring into Cook Strait, downwind, with a steady changing of downwind modes (gennaker, FrO, main and 1, bare main, reefed main...) as the wind built to a steady 30 knots on the approach to The Brothers. After a tense passing of Awash Rock (both are South Island features as you sail past the Sounds on your way south to Wellington) we granny-tacked for the lay along the South Coast. The seas had built to 3-4m and breaking and the wind was building and Simon's wry comments about entering Wellington were starting to materialise! Driving Atamai at night through the Karori rips at 10-15 knots boat speed with huge gusts (50+ knots) was exhilarating if a bit scary. We entered the outer Wellington Harbour and put in a second reef and set the #3 headsail for the 25-35 knots we were experiencing. The seas were down and gusts came at regular intervals, but these were registering in the high 30s and low 40s, and only lasted for ten seconds or so. These were not new conditions for Simon and I and we were confident in our setup.

At Barrett Reef Buoy we hardened

up to get through Chaffers Passage - the narrow and rock-lined entrance to Wellington. Things were intense but going well. Halfway across, the wind went from 30's to a sustained 50+ knots. We were completely overpowered and heading toward Inconstant Point at 5 knots on our side, spreader touching water. Multiple attempts to ease sheets, bring them on, drive down, etc were futile - the boat was 'scalping' uncontrollably. In open waters this would not have been a problem - Atamai can handle it - but I estimated that we had less than a minute before running aground. Simon and I conferred and agreed, time to act - I turned the engine on (it turned on!) and pressed the throttle, only to hear the prop racing in the air. As the boat scalped I got the prop to bite, the first time didn't work, the second time it bit and under full throttle we were able to drive the boat to windward and tack.

Now we had the same basic problem, but perhaps two minutes before striking Barrett Reef. The prop bit again and we were eventually able to get moving straight into what was now 40-50 knots of wind and about a knot of tide against us. Progress was slow - 0.1 knots SOG, 0.2... 0.3. We thought it prudent to call in a Pan-Pan - the first time for both of us. We needed to get



the headsail down. With the situation stable at 0.5 knots, Simon bravely went forward but the sail wouldn't budge - likely it had already jumped the foil. Simon returned and the sail soon split into three parts - a pennant at the top, the midsection flying like a wayward spinnaker, the bottom wrapped around the spreader. Due to the danger presented by the flogging we decided to let it flog and worked our way under motor safely above Falcon Shoals light, then a bear away onto sail and a reach past Point Hallswell and Point Jeringham and toward the finish in Lambton Harbour.

So it turns out Wellington is quite windy! We had to retire from the leg - and my only regret would be to have forgotten to inform the committee that we were suspending racing. This just didn't seem important at the time, but it would have been good to remember that the only reason we were sailing into Wellington Harbour at 2am into 50+ knots of wind is because of racing... nevermind. The other boats on the dock had similar stories; e.g. Nigel and Grant on Katana also had to use their engine to tack in Chaffers Passage but were able to turn around only to narrowly miss a departing ship. They regrouped and took another run at it (and finished). The locals reported that the wind that night was 'windy' -

which I think means 'extremely windy' in Auckland-sailing speak. We were rewarded with a vibrant city-front berth that my wife (Amy - who was having her own 'around North Island' adventure by car) enjoyed. Once arrived, Wellington always pleases.

### *Leg 3 - Rounding Capes*

We exited Wellington on a run, a beautiful sail. This lasted up to Cape Palliser, the southernmost cape of the North Island. It was clear from the tracks of the faster boats that the rounding was going to be slow, but what followed was some of the strangest seas I've ever sailed in. No wind, contrary currents, and sloppy 1-2m waves meant that little progress was to be had, and if you lost your way,



SIMON AND BRYON OFF CAPE KIDNAPPERS JUST BEFORE THE SOUTHERLY HIT. AFTER IT HIT, AND AFTER THEY GOT THE BOAT UNDER CONTROL THEY SET A NEW ATAMAI SPEED RECORD.

forget gaining it again. The front of the fleet snuck through on the dying breeze; we restarted eventually with the rest of the fleet when the northerly returned. The next day was a long slog northward.

The northerly died on the approach to Cape Kidnappers, the entrance to Hawke's Bay. Fortunately, a southerly front was fast approaching. This hit us with a fury and we were off toward the cape at full speed - we again saw over 50 knots of wind and we set the boat speed record at 17.4 knots. After many hours of intense sailing (but enjoyable, vs. the dread of Cook Strait!) we rounded. The wind slowly dropped and by the finish off Napier it was a gentle breeze. On shaking our reefs the main halyard jumped sheave and we finished by going up the mast to cut the main sail down.

*Leg 4 - Breakage, boredom, and the best sail ever!*

We sailed upwind past Portland Island and the Mahia Peninsula, into a strong Easterly. After, we cracked sheets and started to power up the coast - a mode that suits Atamai. Off of Tolaga Bay the 12mm pin that secures our boom vang parted and we had to depower and effect a repair at sea. This was testing and took time in the 4m swells coming every 8s - but we succeeded in improvising a replacement and resumed the charge north.

At East Cape we bore away and, after a brief experiment with the gennaker, we had a lovely sail under Fr0 into the Bay of Plenty at speed and in the company of hundreds of dolphins. This was not to last, and we spent most of the next two days drifting along - at one point we just gave up and went for a swim. Racing in lights is not fun for me, but



SIMON AND BRYON JUST AFTER BERTHING IN AUCKLAND - MET BY FAMILY AND FRIENDS. LOOKING PRETTY FERAL AFTER THE BEST SAIL EVER!

the upside is you get to see more wildlife - in this case a pod of Bryde's whales, dolphins and a rare albatross. This light wind lasted until we finally turned the corner at Cape Colville and started the return to Auckland.

The 'best ever' can cover a lot of sails, this sport is so loaded with great moments. In this case I'd say it aptly describes not just the race as a whole but especially the wonderful final stretch from North Head to the finish at Westhaven. The boat was lit up, under Fr0 and charging along with the familiarity of the Waitemata being a comfort. Add to this a growing sense of accomplishment at having completed the RNI with a great friend and co-skipper. To top it off we were met by our wonderful Atamai crew (who tidied up the boat, so grateful for that!) and supportive wives. Many thanks to SSANZ for putting together a great mix of competition, adventure, and camaraderie. Best sail ever! ▶

# OUR JOURNEY TO BOAT OWNERSHIP

BY DALE BODDIE AND NATALIYA HYVEL



**Our journey to boat ownership has been an interesting road.**

it began with the purchase of a Young 5.7 trailer-sailor several years ago. I purchased this boat sight unseen in Napier and got it home to Auckland only to realise that the repairs were well beyond what I was ready to get involved with. We managed to part with this boat without much loss.

Several years passed and my interest in yachts came about again. My wife had been intermittently crewing during the Wednesday Night Races and I joined the Richmond Yacht Club after hearing about the Friday Night Races.



Being exposed to so many boats and different people (and skippers with different ideas) ignited my desire to have my own boat.

With some slow and subtle persuasion, I managed to get my wife and 1-year-old son onboard to the idea of having a boat.

I was given plenty of sound advice during the hunt for a boat but the ones that resonate were that you never stop learning the art of sailing - and the only major thing that you can manage is to check the weather (!) and only go out in conditions you are comfortable in, as there's always next weekend!

With the help of friends and family, we looked around for a suitable boat including Nolexes, FARRS, and Young 88s & 99s. We finally settled on a lovely Lotus 9.2 named Chatelle. We learned pretty quickly that there is always something you need to repair or maintain on the boats, but luckily it has been just a few minor things. With the help of several old and new friends, we got the necessary things fixed and she splashed down before Christmas.





We gradually stretched our sea legs and abilities with numerous trips, as time and weather allowed, into the inner Gulf including Islington Bay, Ocean Beach (Motuihe) and the North and South of Waiheke.

We have had great pleasure seeing how our toddler is growing on the boat and becoming more confident each time. His level of excitement about the boats and sailing is probably even higher than ours.

It doesn't matter if your trip is short or long: the sense of arriving home after a trip is the best as it always feels like a different mini-holiday.

Nataliya and I plan to stay active in the sailing and who knows, might try our hand at the Friday night series next year (depending on our ability to get a babysitter!) ■



# LESSONS LEARNT RACING, YEAR 1

BY JEREMY COPE



## Ah the thrill of yacht racing.

Meeting at the boat, checking the wind and tides, selecting the right sails, checking the course. The excitement of the prestart, timing to the line, picking your lane, tactics, gybing and tacking, trimming the sails, where's the next mark? Choices and decisions and hopefully good teamwork and no mistakes. The finish, the post-race analysis, a beer and burger at the club and, if we made the podium, a bottle of Mount Gay rum or a CRC voucher.

I started racing Revolution Blues, a Ross 830, about 18 months ago with co-owner Tia Dawes. Neither of us had skippered a yacht before so it's been a

steep learning curve. Here are some of the things we've learnt during this time, which will hopefully help others going down the same path.

- Check the course number right up until the 5-minute gun then check it again. Several times we've headed to the wrong mark wondering why everyone else is going a different way.
- Write down the course so it's visible to all. There's so much going on during a race that it's easy to forget the next mark and asking your crew is unreliable. Plus it's embarrassing when you realise you've skipped a mark and have to turn around. We did this recently.
- Don't hoist the fractional kite on the masthead halyard otherwise you'll be top heavy and probably broach and take ages to sort it out and be out of control, get dangerously close to other boats and lose lots of time. No rum for you.
- Don't head off down the other side of the course from everyone



else unless you really know more than everyone else. You might get becalmed and watch the fleet slowly disappear and you're already 30mins behind. SSANZ round-Rangi race.

- When you've got the kite up in a decent breeze and you look behind and see black clouds over the harbour bridge and boats heeling over like crazy it's probably a good idea to drop it unless you want to broach and be out of control. If you want even more fun you let both sheets go and the halyard and the kite will be streaming horizontal from the top of the mast while you try to steer a boat that's flying around like a deflating balloon. If you're lucky you've put a stop knot in the halyard so it doesn't disappear down the harbour and you can eventually get it down. Definitely no rum or CRC.
- Have one skipper for the day. Having two owners on board can result in confusion and the poor crew gets bombarded with multiple instructions. Sorry Tia I'm trying to keep quiet 😊.
- Dropping the kite before the mark is a good idea and earlier than you think unless you're Team NZ otherwise you're 50 meters past the mark before you can tack/gybe and by then you've dropped a couple of positions. No Rum.
- The rules of racing are irrelevant at the start and at the marks, just shout at other boats and be confident. Try not to hit anyone else and be super aggressive otherwise you get shafted. Well that's what it looks like sometimes especially during Squadron races. Richmond sailors are polite and civilised – yeah right. We're still learning the rules.
- When you've only done a few races and someone yells 'Port' at you just

ignore them. Nice try Parizad.

- Don't try and sneak into the start box with the outboard running right in front of the tower when the race has already started and you're 5 mins late unless you want 'a little chat' with Margaret back in the club.
- The NOR doesn't always contain all of the race information such as cut-off time. We found this out after sailing around Rangi in very light winds but still determined to sail to the finish only to be told by a passing boat that the cut off was at 4.30pm and it was almost 5pm. Time to turn on the outboard.
- Night sailing is very different. There are lights all over the place in the harbour and you need to focus even more. Towards the end of a race in the dark we realised we'd gone inside a reef marker and had come close to rocks off Rangitoto. A sobering moment.
- Check and triple-check the NOR, start times, division flags etc. This paid off when we started the Triple Series Round Rangi recently. We were the only starter in our division so I had my doubts but started anyway and we won on line and handicap. There were 2 other boats in our division but we never saw them. No rum or CRC voucher but I got a stainless steel knife.
- Get regular crew otherwise you'll struggle to work as a team.
- Go to the Richmond club afterwards otherwise definitely no rum or CRC.

We race for fun, to learn and of course the lure of the rum as well as the satisfaction of sailing a good race and beating our competitors. We're still making mistakes but that's sailing, that's how you learn. See you at the start line. ■



## RYC COMMITTEE & UPCOMING AGM

**Richmond Yacht Club's AGM will be held on Friday 26<sup>th</sup> June at the club. A big part of the AGM is voting for the committee for the following 12 months, and this is where we need your help!**

The committee is made up of the President, Flag Officers (Commodore, Vice Commodore, Rear Commodore), Secretary, Treasurer 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 tick!



**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](mailto:secretary@richmond.org.nz) by **19 June**.

We look forward to hearing from you! ●

## RAISING THE ROOF

**Next time you're down at the club, look up!**

Our club's roof was in need of replacement and thanks to the efforts of our building manager Keith Bekker, it was completed in good time before lockdown. Thanks Keith! ►





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TREASURER **Steve Morriss** - Belle  
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CLUB MANAGER **Mark Becroft** - Maggie May  
BUILDING MANAGER **Keith Bekker** - Manawa

## General Committee

**Jacky Bush**  
**Jeremy Cope** - Revolution Blues  
**Chris Crone**  
**Jo Dooley**  
**Gordon Dyer** - Apparition  
**Tony Evans** - Predator  
**Liz Henderson**

## Office Hours

ADMINISTRATOR **Kate Herstell** - Mintaka  
Winter: Tues - Fri. 10am - 3pm. Summer: Tues - Fri. 10am - 4pm.

Richmond Yacht Club, Inc  
Westhaven Seawall  
173 Westhaven Drive  
PO Box 46 324  
Herne Bay, Auckland 1147

RYC Mobile: +64 21 276 4332  
Office: +64 9 376 4332  
Email: [info@richmondyc.org.nz](mailto:info@richmondyc.org.nz)  
Web: [www.richmondyc.org.nz](http://www.richmondyc.org.nz)

## Magazine

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



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