

PLAIN SAILING

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RICHMOND
YACHT CLUB



FROM THE FLAG

BY RICHARD LIMBRICK
RYC COMMODORE



Once I sat down to write this piece for Plain Sailing I realised that this would be my last contribution as Commodore.

This is a role that I have enjoyed immensely and has also given me a unique insight into what makes Richmond Yacht Club such a strong and vibrant club.

During my time as Commodore I have been very fortunate to have been supported by a strong committee and, as a committee, we have always been surrounded by a committed group of volunteers. Whether it be behind the scenes on our race committee, in the start tower or on the water on race days, compiling our publications, in the kitchen, behind the bar or with painting or just cleaning up around the club at working bees: all who contribute in these ways build the strength of our club.

When I first accepted this role two years ago I never predicted the impact that COVID lockdowns would have on our club. However we have come through those disruptions in a strong position. During these times we learned to innovate and to adapt in order to continue to run as many events as we could. Our recent Wednesday Night Racing Series regularly attracted fleets of between forty-five and fifty boats and we have enjoyed big crowds back at the club for our prizegivings. Congratulations to John from Crocodile on winning the skippers lucky draw of \$1000 in Burnsco vouchers.

This summer we have had a number of our cruising and racing events affected by the weather, I can't remember a time when we have had easterly winds for such a long time. This was disappointing as the Night Race to Mahurangi and the Anniversary Weekend Festivities at Mahurangi, and the Night Race to Kawau are significant events on our calendar. Fortunately we had a break in the weather for our last cruising race of the summer. After a very fickle start, a few competitors managed to make the shortened course finish. Once again the beach barbecue was well attended and enjoyed by everyone. A great finish to our cruising series.

This coming Sunday 30th April will see the start of our winter series so let's hope the weather is a little more settled than it has been in recent weeks.

At the start of this year Kate advised the committee that she would be resigning her position as the club's office administrator. In her role Kate has always presented a warm and friendly welcome to club visitors and has always been prepared to go the extra mile to assist when needed. During her ten years Kate has made a huge contribution to our club, bringing a strong work ethic to her role and demonstrating a genuine passion for sailing. Her photos of our boats that adorn the clubroom walls are a testament to that. We are sad to see her go and wish her all of the very best in the future. ▶

THIS ISSUE

BY CHRIS CRONE
EDITOR

Welcome to the May 2023 issue of Plain Sailing.

In this issue we remember Tim Smedley, a Richmond life member who contributed a great deal to the club. Marcel reports on Route 66 and Pete on Gulf Triangle, before Steve gives an overview of the final FNS race's

Q&A session. Nigel tells us about his attempted solo round-NZ voyage before Metbob reviews the cyclone season.

A favour to ask!

I will be stepping up to Commodore for the 2023-24 season and would be *hugely* grateful to any club member with Adobe experience who could take over Plain Sailing for a few issues.



Please get in touch:
vicecommodore@richmondyc.org.nz ►

COMMITTEE REPORT

BY JACKY BUSH, REAR COMMODORE

The RYC Committee is keen to improve its connection with members, so this new regular section in Plain Sailing outlines the main items discussed by the Committee over the past quarter. This edition covers meetings held on 20 February, 20 March and 17 April.

The Committee routinely received reports from the Club Manager, Club Captain, Treasurer, Club Administrator, Commodore and Secretary, as well as about Health and Safety, Sponsorship, Promotions and Sailing Events.

The key points of discussion in the period covered by this report include:

- *Health and Safety*
 - *Keith Bekker was appointed as Health and Safety Officer for the Club*
 - *Concerns raised by skippers*
 - *Building security*
 - *On-land and on-water incident reporting*
- *Bar management and functions*
 - *Club Manager resignation, no obvious replacement*

- *Committee agreed to wind down evening non-members' private hires, and to focus on day-time hires*
- *Sailing events*
- *Route 66, FNS, the last Cruising Rally, Haystack and Flap Martinengo*
- *Financial statements*
- *Staff resignation and replacement plans*
- *Westhaven development plans*
- *Club use of the SB20 boat*
- *Noting 2 new members and the resignation of 1 member*
- *Planning for the AGM - 30th June 2023*

If you have any questions about the above items, or Committee meetings, please contact one of your friendly committee members listed on the inside back page. ►

Are you interested in helping Richmond by joining the committee or assisting with events? Complete the enclosed nomination form and send to secretary@richmondyc.org.nz

WELCOME



New Members

Cameron Thorpe

General

Hard Labour, Farr 1020

Danielle Kerchmar

Associate



UPCOMING CALENDAR & EVENTS

May 2023

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

July 2023

- 5th Pot Luck Lunch
- 9th Winter Series Race 6
- 23rd Winter Series Race 7
- 28th Winter Social, TBC

June 2023

- 7th Pot Luck Lunch
- 11th Winter Series Race 4
- 25th Winter Series Race 5
- 30th RYC Annual General Meeting

August 2023

- 2nd Pot Luck Lunch
- 6th Winter Series Race 8
- 20th Winter Series Race 9 (Final, Round Motuihe)
- 25th Quiz Night



IN MEMORIAM: TIM SMEDLEY

**RYC MEMBER 2000-2023
LIFE MEMBER 2016-2023**



Tim sadly passed in April, and Richmond Yacht Club would like to acknowledge his amazing sailing career spanning 78 years and contribution to RYC during the past 23 years.

Tim was always willing to share his sailing knowledge with others and simply enjoyed the fellowship that comes with being involved in our sailing community, either on the water or helping at the club.

Tim grew up on Takapuna Beach from 1945, where his parents owned a humble cottage. He learnt about the sea and sailed a P Class dinghy from an early age. They must have been golden years when life was simple and you hung out with your mates and went sailing of course.

A super lovely guy, Tim soon attracted a bunch of friends to his beachfront lifestyle and mentored many young people into sailing. He showed them how to rig, sail and maintain their dinghies and invited many to crew with him in Frostbites and Cherubs. This group of around 15 young men, aged about 12, met at Tim's house during weekends and holidays to sail at Takapuna beach and no doubt had a heap of fun together for years. Around six dinghies were stored on the beachfront in front of Tim's



parents' house, so access to the sea was easy.

As time passed the group of mates dispersed and went on to education and have families. To Tim's credit he kept in touch with his childhood friends, and he would arrange regular reunions of the same 15 buddies at his house when all were in their 60's-plus. Tim designed and built an amazing home on the same site as his parents' beachfront cottage where he hosted these reunions.

Tim trained as a Land Surveyor in Dunedin from 1966 and went on to have a long career. His last role as a surveyor was with Cato Bolan, well into his 70's. He was fit and sharp.

His other interests were in rugby at Takapuna and he held a season seat at Eden Park for many years to cheer on Auckland and the All Blacks.

Upon his return to Auckland, he then sailed a Cherokee dinghy at Te Atatu and connected with the Clare family at this time. This would be his introduction to Richmond, as Tim later crewed with Colin and Bev Clare on their keeler for many years. This of course led to more opportunities and his childhood mate Tony Barker joined the Crystal Clare crew also. After Crystal Clare was sold, Tim joined the Echelon crew and spent many happy Wednesday nights racing with this team.

Always keen to contribute to yachting, Tim joined Richmond in 2000 and was quickly snapped up as a committee member. Amongst other duties, he soon volunteered to manage the bar, a position he held for 10 years. Reliable and a stickler for detail, he was the right man for this role. A Life membership at RYC was awarded to Tim in 2016, richly deserved after many years of service to sailing and Richmond. ▶



ROUTE 66 REPORT: APPARITION DOES IT AGAIN

BY MARCEL VROEGE,
APPARITION

The 2023 Route 66, sailed in early March, was once again a splendid race.

The weather forecast a week out was looking great, promising a fast trip up to Marsden Point, but as the race day came closer, the forecast showed increasingly lighter winds. This proved to be true, and the start was duly moved from Westhaven to Narrow Neck to try and get the fleet away.

On board of Apparition, a 1986 Ross 35, were key crew members David, Steven, Annah and me, as well as two tourists (my niece, and her friend from Switzerland). It was his first time on a



yacht. (It's a long running joke in the family that I use baptism by fire for newbies, so he got off lightly this time)

All the forecast models suggested that in-shore was the place to be for pressure, and thus we (at 10.40 am) started on the Western end of the line and headed into shore. This worked well, and we steadily made our way up to Whangaparaoa, flying the kite (just) most of the way. Getting past Whangaparaoa was tricky as the tide was against us, but again by keeping close to the shore we managed to



get through OK. At this stage, it was clear we were doing OK against the rest of the fleet, although seeing some boats going further out to sea always introduces a bit of doubt in your own strategy – what is wiser?? Will they get more pressure??

We managed to keep going well, making full use of the Code 0, and it was not until we were going past Kawau Island, and back to flying the kite that we started to get some real pressure from some of the other competitors in the fleet. This provided some entertainment as Kaimai Express tried to get over us. Great conditions, beautiful scenery, and some nice hot food being served up for dinner (our tourists were very happy).

By the time daylight disappeared, so did the wind and it became an exercise of drifting (more or less) in the right direction. Multiple sail options were tried, all with the same result – not going anywhere in a hurry. It was also clear from the navigation lights around us that other competitors were doing the same. Good reason to have a beer and talk it over a bit!

This lasted longer than hoped, but by around 10.30 or 11.00pm. pressure started building again, and we had a fast reach all the way to the Finish. We finished at 2.26 am in the morning, made our way into the Marina, had a couple of beers and rums and retired to our bunks. A great day had by all.

The next morning, after some great breakfast provided by the members of the Onerahi Yacht Club, we found out at the prizegiving that we were first in our division. Great result, and well done to all.

Following breakfast and prizegiving, we set off for Kawau Island, to have dinner at the Kawau Boating Club. Again,

conditions were very light, and partly because it was slow going (and we were not paying attention to the time) we only just made it in time to Kawau for dinner. We had to drop off Annah at the jetty before anchoring, and she had to sprint down the jetty to get our food order in with less than a minute to spare. (They were very serious about the time for last food orders). However – food was ordered and arrived by the time we made it off the boat. Actually, really good food, and a shame they are not continuing – hopefully someone else will take over. Great night at Kawau, good catch up with the crew of John Barleycorn and a couple of sore heads in the morning. Finally, on Sunday some wind arrived, and we ended the weekend with a great sail back to Auckland.

Thanks to organisers and competitors to make this a great weekend. ▶



GULF TRIANGLE REPORT (TWO- HANDED DIVISION)

BY PETER LOCKE,
THE ENTERTAINER



This was The Entertainer's first outing for the Gulf Triangle, and I was very happy to see the inclusion of a two-handed division as that is still probably the most consistently popular format if the SSANZ winter series is anything to go by.

So Ken Klein, my regular plus-one for two-handed races, and I "mostly" prepped for a pleasant weekend away. I'll get to the "mostly" bit later.

In theory the race takes in the Route 66 as the first leg, with a decent layover in Marsden Cove to give the crew time to recharge, with the second leg starting in the Whangarei harbour and leaving Sail Rock to port and over to Great Barrier for another layover before the final push to Westhaven on Sunday.

This year Murphy's Law did and didn't show up. I'll explain - the awesome Mr. Kevin Murphy is a great supporter of the event, and traditionally provides his launch "Murphy's Law" as the mothership at Barrier for hosting a BBQ dinner for the tired crew, an "all you can eat" breakfast on Sunday, and the start / patrol boat for the trip home. While Kevin was indeed there to support us this year, "Murphy's Law" was high and dry on the hard somewhere.

So that leaves us with the unpredictable Murphy and his law that



says when Predictwind is showing great breeze all weekend, come the start on Friday it will probably bugger off by midday. And it did.

Friday saw most of us bobbing gently in the glasslike sea conditions for the whole day, drifting to and fro depending on which way the current happened to be going. I guess it could have been worse - no wind and rain, although these days it seems to be more "gales and heaps of rain".

We were fairly well catered for on The Entertainer, and even had the 12v fridge keeping the beer and rum mixers at a very pleasant 3 degrees for the duration of the weekend. This luxury is normally reserved for cruising, so maybe my subconscious knew that the racing wouldn't be all that flash.

The day dragged on to evening, and although the Predictwind Tracker seems to struggle a bit with the loss of mobile signal, it's great to see how many boats have AIS these days, so you can see who is where, and the speed and direction they are going, or not. It helps break the boredom anyway.

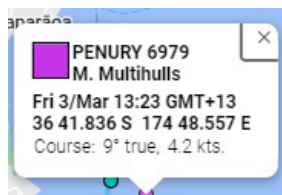
Very late on Friday night, the westerly sea breeze finally kicked in while we were off Ruakaka and suddenly we had a nice reach doing 7 to 9 knots. We crossed the finish line at about 1 a.m. way out at the alternative finish at

the Fairway Buoy. It's still a long way up to Marsden Cove Marina, especially against an outgoing tide. We followed the Cool Change for a while before we noticed she was not actually moving, being a bit firmly wedged in the mud. By the time we had got to our allocated berth and tidied everything up it was after 4 a.m. and we needed a bit of sleep before the alarm set for 7:30 a.m. would rudely awaken us.

With everyone finishing so late in the early hours of Saturday, the call was made not to obey the SI's for the layover, and a restart at 10:30 a.m. was scheduled. This was because the Saturday forecast was also dealt to by Mr. Murphy (the law one, not the launch owner). However, there was a glimmer of hope, as our friendly spatula-wielding and all round awesome club President Hans Swete, sent a message to the Nigels (No-Mates in case you hadn't guessed) WhatsApp group from the Barrier eagerly awaiting our arrival and boasting a steady 10 to 12 knots from the SW. We timed our start perfectly, but unfortunately some others didn't and were struggling to tack in zero wind and what felt like about 7 knots of outgoing tide. This means we had to abandon our port approach to the start (the only way to cross the line at No. 9 Buoy) and tack back on starboard. Now if you haven't spent any time lollygagging around No. 9 Buoy in no wind and huge outgoing tide, I can let you in on a fascinating secret. There is a gigantic whirlpool there that would love to catch you and keep you from going anywhere. I guess the Whangarei harbour can be a lonely place. When she finally allowed us out of her embrace, the rest of the fleet had pretty much been spat right out the harbour entrance. Our frustration of being last to cross the line didn't last long however, as by midday the difficult decision had been made to

abandon leg two and head for Kawau.

This is where the "mostly prepared" bit comes in. As most of you will know, the Ross 930 is blessed with an inboard outboard well (sheesh, does that even make sense?) not an inboard diesel, and most of us 930 nuts save weight and stick with the slightly lighter 2-stroke versions of said outboard. Now mine being 15 horsepower has a drinking problem akin to one Johnny Depp (allegedly, please don't sue me) when it's making full noise. So with about 20 litres of fuel mix, and 30 odd miles to cover in a fairly short time that was never going to happen. But being the friendly bunch we are, and a cry for help on the Nigel channel, the legendary (albeit confused about how many hulls he was sporting for the weekend given the division he entered in Predictwind) Mike Paaue on Penury turned back to give us a tow. We are eternally grateful for that kindness, which meant we got to sample the spatula-wielding, all singing and dancing, support vessel legendary BBQ at Kawau.



The SW did kick in, which made for a long boring beat back to Westhaven on Sunday where Kate gave up her Sunday arvo sipping Aperol Spritz and eating canapes on Narrow Neck beach to rather sit in the tower all alone (welcome Nigella) and take our finish times supported with a few beers and some chippies. I am sure I can say on behalf of all competitors, we are truly so grateful for the volunteers who give up their time so we can pursue our passion (see I can be serious). ■

FRIDAY NIGHT SPECIAL: WHERE TO FROM HERE? (Q&A 24/3/23)

BY STEVE MORRISS, BELLE



After the last Friday Night Special race on Friday 24th March, we tackled the topic of “Where to from here?”.

Hopefully many of the participants have had a great experience on our club members' yachts and want to continue sailing whether cruising or racing. Maybe they want to get more formal sailing education, or may be thinking of boat ownership. So I invited a guest panel to run a question-and-answer session. These were some of the questions and answers that came up on the night:

Suzanne Bourke from Sailing Away – School of Sailing runs a range of RYA practical boating courses on her 32 foot Beneteau Oceanis, ‘French Connection’.

Q: What qualifications are required to charter a yacht?

A: More and more charter companies are looking to recognised qualifications. In the Mediterranean you require an ICC - International Certificate for Operators of Pleasure Craft.

Q: What is involved in completing an ICC and does it expire?

A: Experienced Skippers will just need to complete a practical assessment which only takes a few hours on the

water. There is no expiry on the ICC.

(for more information about overseas cruising, see Suzanne’s article in the November 2021 issue of Plain Sailing)

Cameron and Parizad represented MRX Fleet Management which manages a fleet of 11 MRXs, a 10.3m Bruce Farr-designed, NZ-made, purpose-built racing yacht. They are used for national and international match racing, fleet racing and club racing and are available for part-ownership or charter. These yachts give the thrill of racing and a chance for everyone to race.

Q: How does the ownership model work and how much does it cost?

A: You purchase a share of the boat (from full ownership down to one-eighth) and all the annual fees split between owners include the fleet manager, marina berth located at pier D, insurance, haul-out and anti-foul, periodic gear upgrades including new sails, ropes, a recent new mast and rigging upgrade and even the diesel fuel with all this work carried out by the fleet manager. A quarter share may cost \$10k as an initial purchase price and cost \$6k per year in all running cost including marina berth.

Q: Who does the maintenance or fixes breakages?

A: You don’t have to know about boat maintenance or worry about insurance or berthing. The entire fleet is managed by a fleet manager allowing “walk on, walk off” racing and ease of use for the owners..

Q: How much time do I get to use the boat?

A: There is no time restriction - it’s mutually agreed between owners. The Fleet Management will pair owners to ensure it maximises all the owners usage based on the races that each

owners want to participate in. However you will be restricted to the boat you have shared ownership in.

Q: Are all boats equal in terms of performance?

A: All boats are maintained equally to ensure are kept to the same specification including sail rotations to ensure they wear evenly over time.

Marcus and Stuart spoke about Yachtshare's simple yacht ownership model with No Capital outlay, no running costs and simple fixed monthly payments. This model has been recently extended to small powerboats now available.

Q: What range of yachts do you offer?

A: We have a fleet of yachts ranging from 32ft to 45ft, monohulls and catamarans.

Q: How does the ownership model work and how much does it cost?

A: The standard contracts are for a 12 month period. At the end of the contract period, you have the option to

enter into a further 12-month contract or leave the programme. Flexibility is the key which makes YachtShare an easy option to enjoy the gulf. The cost varies depending on the yacht selected. A 32ft boat yacht will cost 12k for 21 days usage per annum. This covers all ownership costs you just pay for fuel.

Q: How does the booking system work?

A: The YachtShare booking system is 24-hour, 7-day-a-week internet calendar-based and is designed for hassle-free access to your elected vessel. Of course there are ground rules to ensure that each member gets a fair share of the vessel. Bookings are on a first-in-first-served basis whilst providing flexibility and equal opportunity for all members. Bookings may be a minimum of one day through to a maximum of fourteen days. Each member may have two forward bookings and a Christmas booking ensuring that they are able to book holidays etc. Also we offer unlimited free days where if the yacht is not booked for the day/night you can book it without it affecting your annual allocation. ►



KATANA - SOLO RNI

BY NIGEL GARLAND, KATANA



I started with the hope of sailing around NZ on a continuous solo voyage.

Starting off the north end of Great Barrier Island so the finish (crossing my own path) wouldn't involve a potentially slow, sleep-deprived sail into Auckland Harbour. Thursday Feb 16th was pretty much the first fine day after Gabrielle with an 8am departure to catch the tide and a nice send-off from some RYC loyals.

Great Barrier provided an option for a good last sleep before heading off but with a nice westerly breeze forecasted that night and not much the following day I decided to carry on, turning north and leaving the Needles about 6.30pm. Always hard to get any sleep the first night especially when there were 3-4 ships 1-2 hours apart, all heading south to Port of Tauranga. AIS was impressively picking them up 17-19nm away giving about 1 hour of warning and plenty of time to keep clear.

Lovely light conditions had us arriving at North Cape the next evening to a beautiful sunset and a little green flash

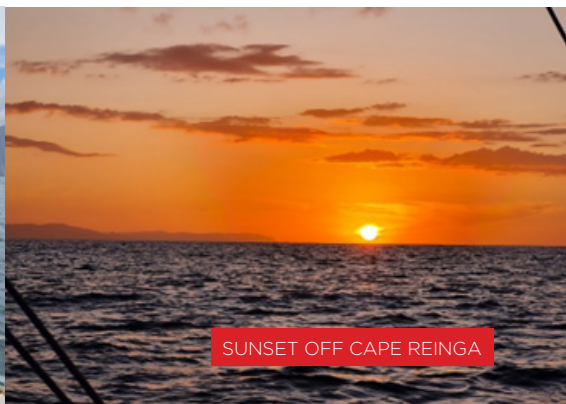


(smudge) as the sun dropped behind the horizon beside Cape Reinga. Good breeze from the SE as we rounded the Cape and headed SW but the next couple of days were frustratingly light. The three times I've been down this coast have been the same with a high sitting west of Auckland - the price of settled weather.

The forecast for the South Island wasn't looking so good with a strong southerly coming up in a few days' time. I was thinking I would head into Tasman Bay to let it pass but then I heard some strange squawks from the autohelm. Diving into either of the quarter berths for each short sleep the main thing I hear (for up to a minute before I fall asleep) is the whir of the autohelm pump - always seems to be working incredibly hard. One direction of the whirs (in or out) had turned into an occasional squawk. Contact with my autohelm guy was a bit tricky - he was in the back blocks of the Hawkes Bay helping with the clean-up. My solo sail quickly felt very decadent. The backup autohelm option was a new



NORTHERN END OF GREAT BARRIER ISLAND TO START THE CIRCUMNAVIGATION



SUNSET OFF CAPE REINGA

tiller pilot (the benefit I thought would be something I could wire up if all the electrics went down) to help get me into the closest port – not sail around the rest of the country if needed.

So around NZ became around the North Island and no more of this continuous sailing malarkey. I was heading to the Marlborough Sounds to catch up with a friend at Waikawa Bay and sit out the southerly storm for a few days. Had a stunning day's sailing from west of New Plymouth, passing just outside Maui B platform, all the way into Perlorus Sound for the night. The nor'wester had got up to 30kn with steep seas from the opposing tide resulting in some great surfing before turning right at Stephens Island on dusk and the welcome flat water of the Sounds. Late dinner and a much-needed sleep on the anchor in Waihinau Bay.

The Sounds were magnificent and I definitely need to return but with an anchor winch – anchorages are much deeper than the Gulf. Next morning, I motored out through Allen Strait (more like a river) and then sailed around to Queen Charlotte Sound just before the weather started to deteriorate. The tidal uprisings and races were amazing and fortunately in my favour.

A 5.30am, dark wet start on Feb 26th to catch the end of the tide up Tory Channel and have slack water at the heads. Tory Channel has its own radio procedure at the heads and I made

sure the ferry coming in knew that I was standing by for them to pass before exiting. From the time I left Barrier I had a regular check in with Maritime Radio before 8am and 8pm each day – usually by txt/email with an Iridium Go but radio coverage was surprisingly good.

Lovely light conditions across Cook Strait, around Cape Palliser and up to the Hawkes Bay. I wanted to stay about 30nm off the East Coast to avoid logs from the floods. I saw one at Cape Palliser in a confluence of small debris and few more branches off Cape Turnagin. Off Gisborne / Mahia Peninsula I saw a number of big logs passing close by so I tried to keep speed below 5 knots. The wind built from the south, so it was headsail off and down to a #3 reef in the main and a wide rounding of East Cape and Ranfurly Bank.

Some lovely sailing across the Bay of Plenty with no sign of logs, before the wind completely shut down and it was a long motor home from about Cuvier Island.

The shortened trip has certainly whetted my appetite for some more of this sort of solo sailing. It was a really joyous experience and not arduous at all. Definitely helped by avoiding the bad weather and without the usual pressure to push me or the boat in racing mode. What will next summer's adventure be? ■



ALLEN STRAIT



THE SAFETY AND COMFORT OF WAIKAWA BAY FOR A FEW DAYS.

REVIEW OF THE CYCLONE SEASON

BY BOB "METBOB" MCDAVITT

The Madden Julian Oscillation (MJO) is a burst of tropical energy that travels from the Indian Ocean to the Pacific Ocean. It takes a week or two to travel across each region and is associated with the formation of tropical cyclones. However, this association doesn't work every time.

As a proxy for following the MJO, a good parameter is outgoing longwave radiation as measured by satellites. This is high with clear skies and lowest when clouds are thickest.

This chart is from the Climate Prediction centre website cpc.ncep.noaa.gov

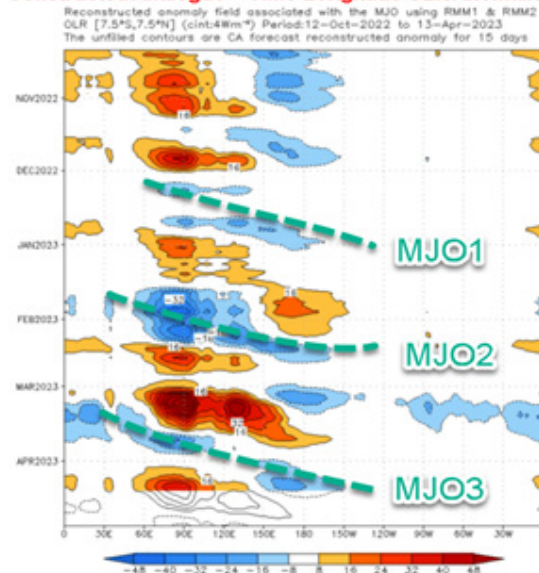
So, we had three MJO events during the cyclone season. In New Zealand we will long remember the damage from Cyclone Gabrielle (payouts so far of \$0.9billion), Cyclone HALE and the many downpours. On Valentine's Day, 14 February, a national state of emergency was issued in New Zealand and there were 10 storm-related deaths.

And yet, as cyclone seasons go, the South Pacific region had been somewhat average with 5 (maybe 6) named storms and just one Category 5 (Kevin) and one Category 4 (Judy).

In the Australian region, by the numbers they had an average cyclone season too with ten named storms and two reaching Cat 5 (Darlan and Ilsa).

In conclusion: we can see no real association in the South Pacific region this year between cyclone occurrence and MJO, but there is a plausible association in the Australian region, especially during MJO2 and 3. ■

Constructed Analogue -- Time-Longitude OLR Anomalies



Time-longitude section (7.5N-7.5S) of MJO associated anomalous OLR for the last 180 days and for the next 15 days from the constructed analogue forecast based on RMM1 and RMM2. Blue (yellow/red) shades show negative (positive) OLR anomalies and enhanced (suppressed) convection. Forecasts do not include direct contributions from other climate modes such as ENSO, monsoons, etc. - only the MJO.



Richmond Winter Series

5 DIVISIONS ~ 9 RACES

FIRST RACE ~ SUNDAY APR 30TH 9:25AM

THEN EVERY SECOND SUNDAY 12:25PM

LAST RACE ~ SUNDAY AUG 20TH 9:25AM



NEW WORLD
Victoria Park







Officers

PRESIDENT **Hans Swete** – Transformer
COMMODORE **Richard Limbrick** – Cool Change
VICE COMMODORE **Chris Crone** – Taitua
REAR COMMODORE **Jacky Bush**
TREASURER **Steve Morriss** – Belle
SECRETARY **Liz Henderson**
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

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

Web: www.richmondyc.org.nz

Magazine

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NEW WORLD
Victoria Park

